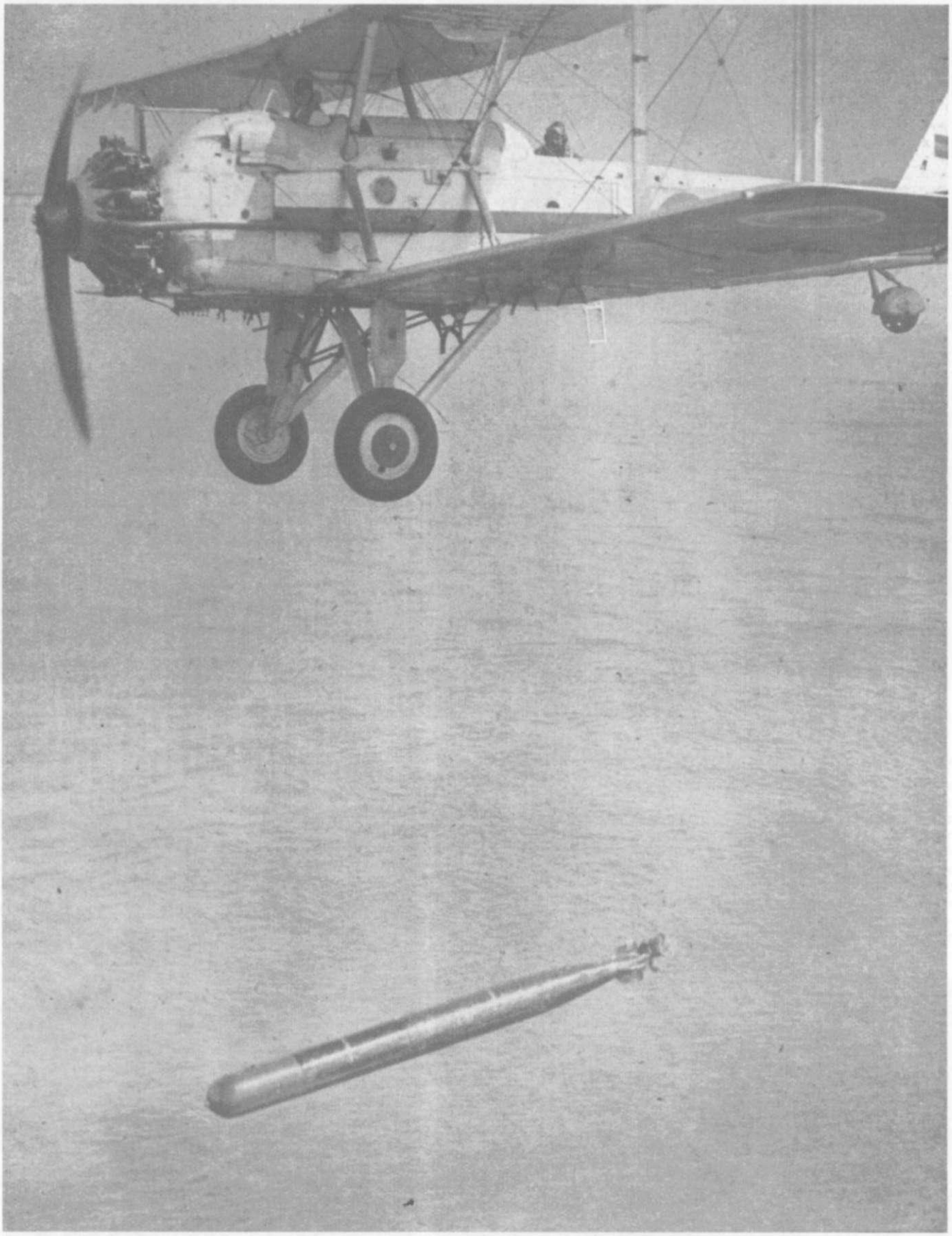
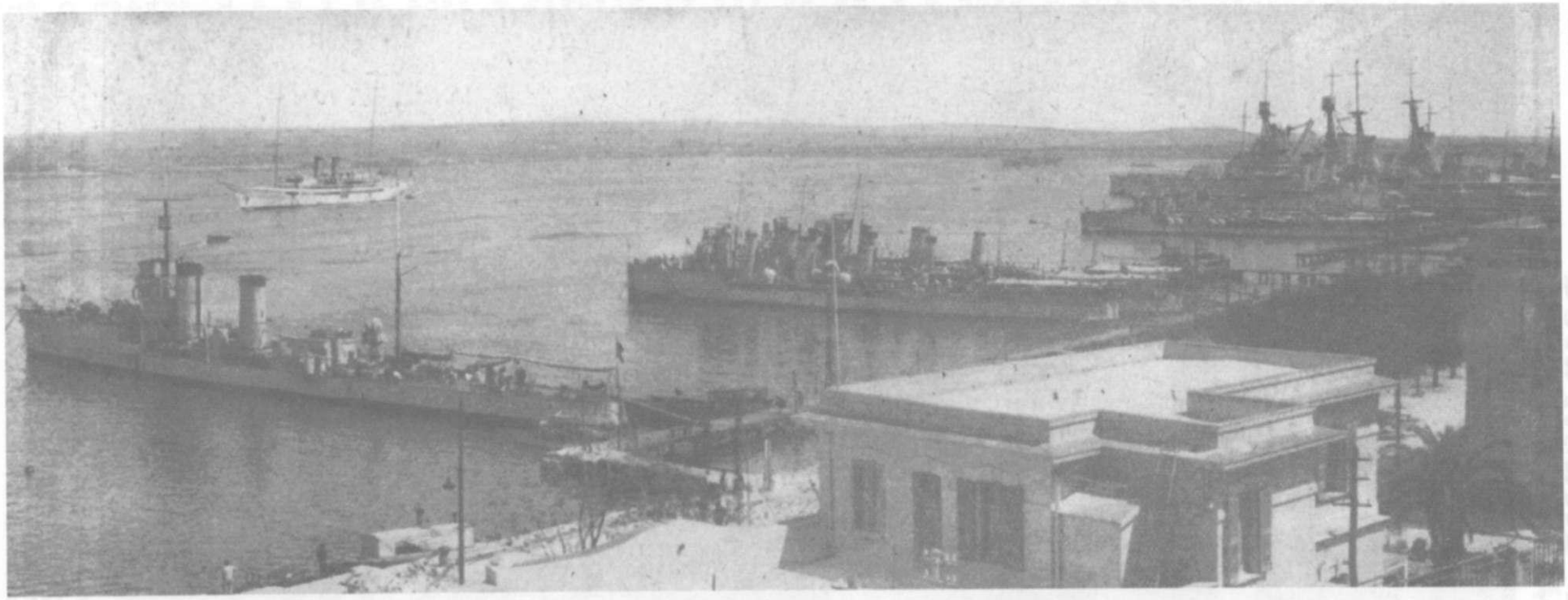
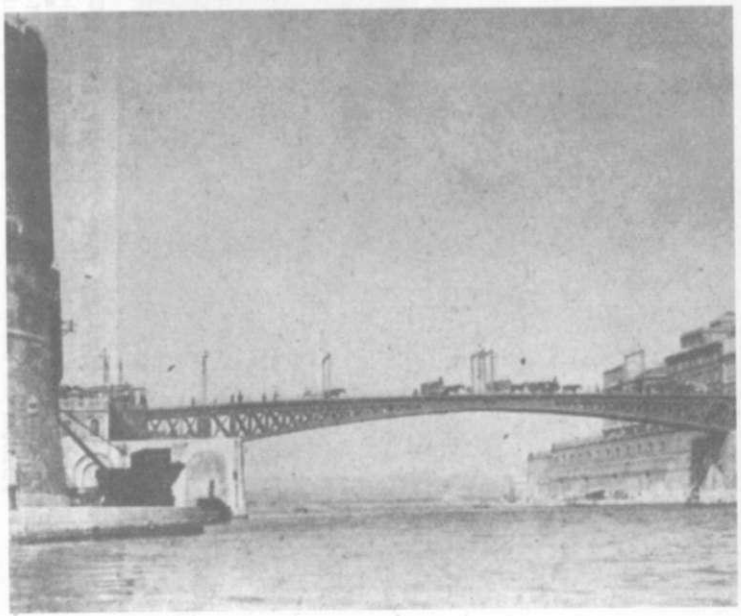


STRAIGHT AT THE TARGET THE TORPEDO-PLANE LAUNCHES ITS DEADLY MISSILE

In the brilliantly directed and highly successful attack on the Italian fleet in Taranto harbour, made on the night of November 11-12, the torpedo-carrying 'planes of the Fleet Air Arm covered themselves with glory. Torpedo-carrying aircraft were only just being developed at the end of the last war, but the technique of aerial torpedo attack has now been brought to a high state of perfection in the Air Arm of the Royal Navy.

Photo, Central Press





TARANTO: ITALY'S NAVAL STRONGHOLD

Where the Fleet Air Arm Triumphed

EVER since Italy entered the war, the Italian Navy has showed a marked preference for safe and sheltered havens rather than for the open seas, and no doubt it firmly believed that it had found one in the heavily-fortified harbour of Taranto, almost completely, land-locked and entered only through a channel 240 feet wide crossed by the swing bridge, seen left. Through the channel the largest warships can pass, though today there is some doubt about their emerging again. To the left of the bridge part of the ancient castle can be seen. In times of peace Taranto was a great fishing centre, and right are some of the fishing boats in the commercial harbour. Above is the Mare Piccolo, the main naval harbour. The white vessel is the Royal Yacht "Savoia," while alongside the quays are some of the older destroyers of the Italian Navy. On November 13, only a few hours after the devastating raid by the Fleet Air Arm, the port was bombed by the R.A.F.

Photos, Fox and Dorien Leigh

Taranto Was Indeed a 'Glorious Episode'

"If they won't come out of Taranto," Admiral Cunningham is reported to have declared, "we shall blast them out." That, indeed, is what the Royal Navy did on November 11, when the 'planes of the Fleet Air Arm bombed Italy's warships in Taranto harbour and in a few minutes put three battleships out of action.

When Mr. Churchill rose from his seat in the House of Commons on the afternoon of November 13 everyone could see that he was bubbling over with excitement. When he began to read his speech—carefully prepared as always—he read so fast that he left the reporters in the Press Gallery gasping. But very soon he was halted by the storm of cheering. "I have some news for the House," he announced. **"It is good news. The Royal Navy has struck a crippling blow on the Italian Fleet."**

When the cheering had died down, the Premier proceeded to tell of a truly "glorious episode." He began by reminding the House that the Italians had possessed a battle fleet of six battleships—two of the Littorio class which had been put into service only lately and were, of course, among the most powerful vessels in the world, and four of the recently-reconstructed Cavour class. This fleet was considerably more powerful, on paper, than our Mediterranean Fleet, but it had consistently refused to accept battle. Then, with beaming face, Mr. Churchill announced that "on the night of November 11-12, when the main units of the Italian Fleet were lying behind their shore defences in their naval base at Taranto, our aircraft of the Fleet Air Arm attacked them in their stronghold.

"The reports of our airmen," he went on, "have been confirmed by photographic reconnaissance. It is now established that one battleship of the Littorio class is so badly down by the bows that her forecastle is under water, and she has a heavy list to starboard. One battleship of the Cavour class has been beached, and her stern, up to and including the after turret, is under water. This ship is also heavily listed to starboard. It has not yet been possible to establish the fact with certainty, but it appears probable that a second battleship of the Cavour class has also been severely damaged and beached. In the inner harbour of Taranto two Italian cruisers are listed to starboard and are surrounded by oil fuel, and two Fleet auxiliaries are lying with their sterns under water."

Continuing his statement, the Premier recalled that the Italian communiqué of November 12, while admitting that one warship had been severely damaged, claimed that six of the attacking aircraft had been destroyed and probably three more shot down. In fact, however, only two British aircraft were missing, and even of these some of the crew had apparently been taken prisoner.

"As a result of a determined and highly successful attack," he concluded, "which reflects the greatest honour on the Fleet Air Arm, only three of the Italian battleships remain effective. This result, while it affects decisively the balance of naval power in the Mediterranean, also carries with it reactions upon the naval situation in other quarters of the globe."

This sketch map shows the harbour of Taranto, scene of the Fleet Air Arm's great exploit on November 11, 1940. The smaller map shows the position of Taranto in relation to other points in Southern Italy bombed by the R.A.F. *Courtesy of the "Daily Telegraph"*

Further details of the gallant and extraordinarily successful action were given later in the evening by the First Lord of the Admiralty, Mr. A. V. Alexander, in the course of a postscript to the nine o'clock news. He began with the reminder that when broadcasting on November 2 he had said that the Italian Admiralty regarded their capital ships as a capital investment and appeared determined to emerge from the war with their capital intact. **"Today, I may be permitted to say we have imposed a severe capital levy on the Italian Navy."**

Until the action at Taranto, the First Lord went on, our battle fleet in the Mediterranean was smaller in number than Italy's, but for reasons best known to themselves the Italians did not seek to exploit their superiority. They carefully avoided the action which Admiral Cunningham, Commander-in-Chief of the British Fleet in the Mediterranean, has always sought, and remained immobile behind the defences of their harbour. But in the event even these have failed to protect them. Within their inglorious shelter the Italian Fleet suffered on that November night a defeat which could have been redeemed in the public mind only had it shown itself willing to accept battle at sea. Now their numerical superiority has been reduced to inferiority in an action in which the dispositions of their admirals only allowed them to offer passive defence."

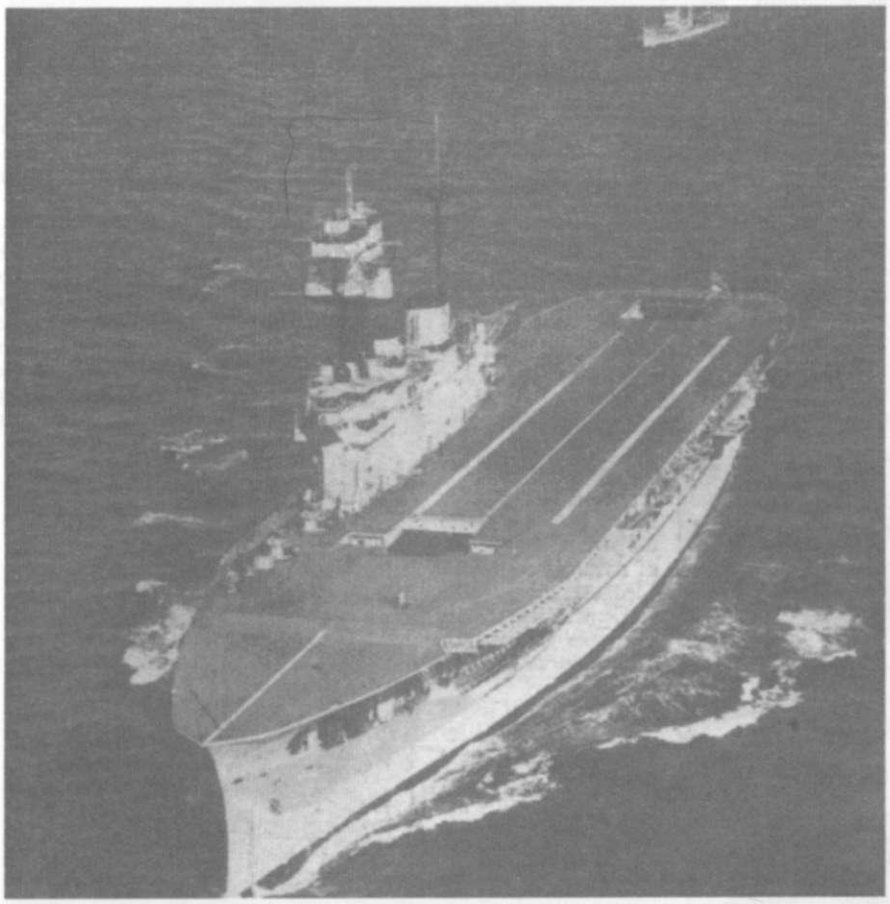
When the attack at Taranto was launched it was bright moonlight, and the 'planes of the Fleet Air Arm had to face strong anti-aircraft defences, supplemented by a balloon barrage.

There should have been 21 'planes—eleven carrying torpedoes and ten loaded with bombs and flares—but one bomber was delayed and another developed tank trouble and had to return. As soon as they appeared above their targets, the first wave of bombers dropped flares to illumine the path of the torpedo-carriers. With their engines roaring at full blast and with the wind screaming through their wires, these flew from 8,000 feet down to 5,000 feet, and then in a silent glide to 50 or even 20 feet above the water, when they fired their torpedoes. Nine torpedoes are known to have reached their marks; the other two may have done so, but the 'planes which carried them failed to return. After the torpedo-carriers had risen again into the air bomber No. 9 made its appearance—late, but not too late, for though all the fire of the ground defences and the ships' guns

Above is Admiral Sir Andrew Cunningham, Commander-in-Chief in the Mediterranean since 1939, who, after Taranto, was described by the First Lord of the Admiralty as "a gallant and skilful C.-in-C." *Photo, British Official: Crown Copyright*

In his broadcast account of Taranto on November 13 Mr. A. V. Alexander referred to the inspiring leadership of Rear-Admiral A. L. St. G. Lyster, right, backed by the captains of the two aircraft carriers. Left is Captain Bridge, commanding H.M.S. "Eagle." *Photos, Universal Pictorial Press and Elliott & Fry*

A 'Crippling Blow' Struck at Italy's Fleet



At the outbreak of the last war H.M.S. "Eagle," one of the two aircraft carriers which made the attack on Taranto, was being built as a battleship for the Chilean Navy, but in 1917 she was bought by the British Government and completed as an aircraft carrier. She has a displacement of 22,600 tons, and a speed of 24 knots, while she carries normally 21 aircraft and a complement of 778.
Photo, Charles E. Brown

ITALIAN NAVAL LOSSES
June 11—Nov. 11, 1940

AT TARANTO

TWO BATTLESHIPS (1 Cavour and 1 Littorio class) made ineffective.

ONE BATTLESHIP (Cavour class) severely damaged.

TWO CRUISERS heavily damaged and out of action ; two Fleet auxiliaries damaged.

EARLIER LOSSES

"BARTOLOMEO COLLEONI," cruiser, 5,000 tons, sunk by H.M.A.S. "Sydney" on July 19.

"SAN GIORGIO," an old cruiser of 9,232 tons, heavily damaged and beached in a Fleet Air Arm attack on Tobruk on June 11. Probably a total loss.

Nine destroyers and several sea-going torpedo boats and motor torpedo boats have been sunk.

At least 24 submarines have been sunk.

Submarine **"GALILEO GALILEI"** captured by H.M. trawler "Moonstone."

was concentrated upon it, it attacked the cruisers lying in the inner harbour with excellent effect.

Probably the attack lasted only a few minutes, but those few minutes were sufficient to wipe out Italy's superiority in capital ships, and to make it more than ever impossible for Mussolini to substantiate his frequent boast that the Mediterranean is Italy's sea.

The action at Taranto, declared Mr. Alexander, would help not only Britain's declared friends but free people everywhere. **"It is a blow struck in full support of our gallant Greek ally, whose successful attacks on their treacherous enemy have thrilled us all. It will hearten them in proportion as it must depress the boastful and opportunist Mussolini, who, having waited to enter the war until he thought he was sure of the spoils of victory without fighting, now must see the writing on the wall and know that he is going to be beaten."**

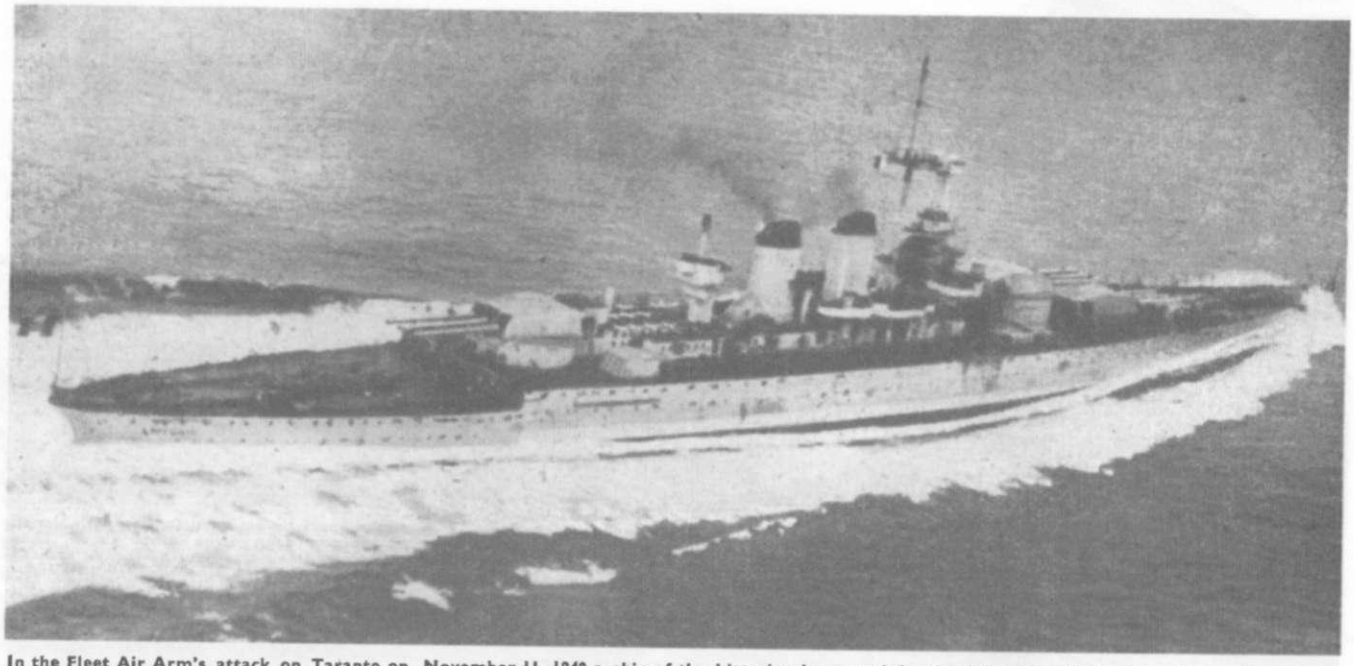
Concluding his broadcast, the First Lord paid tribute to the courage and skill of the Fleet Air Arm pilots, and of the Fleet Air Arm as a whole—that Arm which, off the Norwegian coast, in the British Channel and the Mediterranean, have destroyed at least 55 enemy aircraft, severely damaged at least an equal number, and sunk or damaged numbers of enemy warships and auxiliaries. "They are, indeed, worthy comrades of the pilots of the R.A.F." Then he proceeded to mention, in particular, the gallant and skilful Commander-in-Chief, Admiral Sir Andrew Cunningham, and Rear-Admiral Lyster, whose inspiring leadership of the Fleet Air Arm has been backed by Captain Bridge and Captain Boyd of the aircraft carriers, "Eagle" and "Illustrious." (This mention of the "Illustrious," by the way, was the first public intimation of the completion of this newest of the Navy's aircraft carriers ; the "Eagle" is one of the oldest, and it seems most peculiarly appropriate that these two ships should have collaborated in one of the most successful operations of the war to date.)

Not only at Taranto did the Navy strike at Mussolini. On the same night a squadron of our light forces operating on the main line of Italian communications with Albania, across the Straits of Otranto, intercepted off the Albanian port of Valona an enemy convoy consisting of four supply ships escorted by two destroyers. "Of the enemy supply ships," stated the Admiralty communiqué issued on November 13, "one was sunk outright, two were set seriously on fire, and almost certainly sank. The fourth was damaged, but succeeded in escaping under cover of a smoke screen. Both the escorting destroyers escaped at high speed under cover of smoke, but one of them was hit and damaged. No damage or casualties were sustained by our forces."

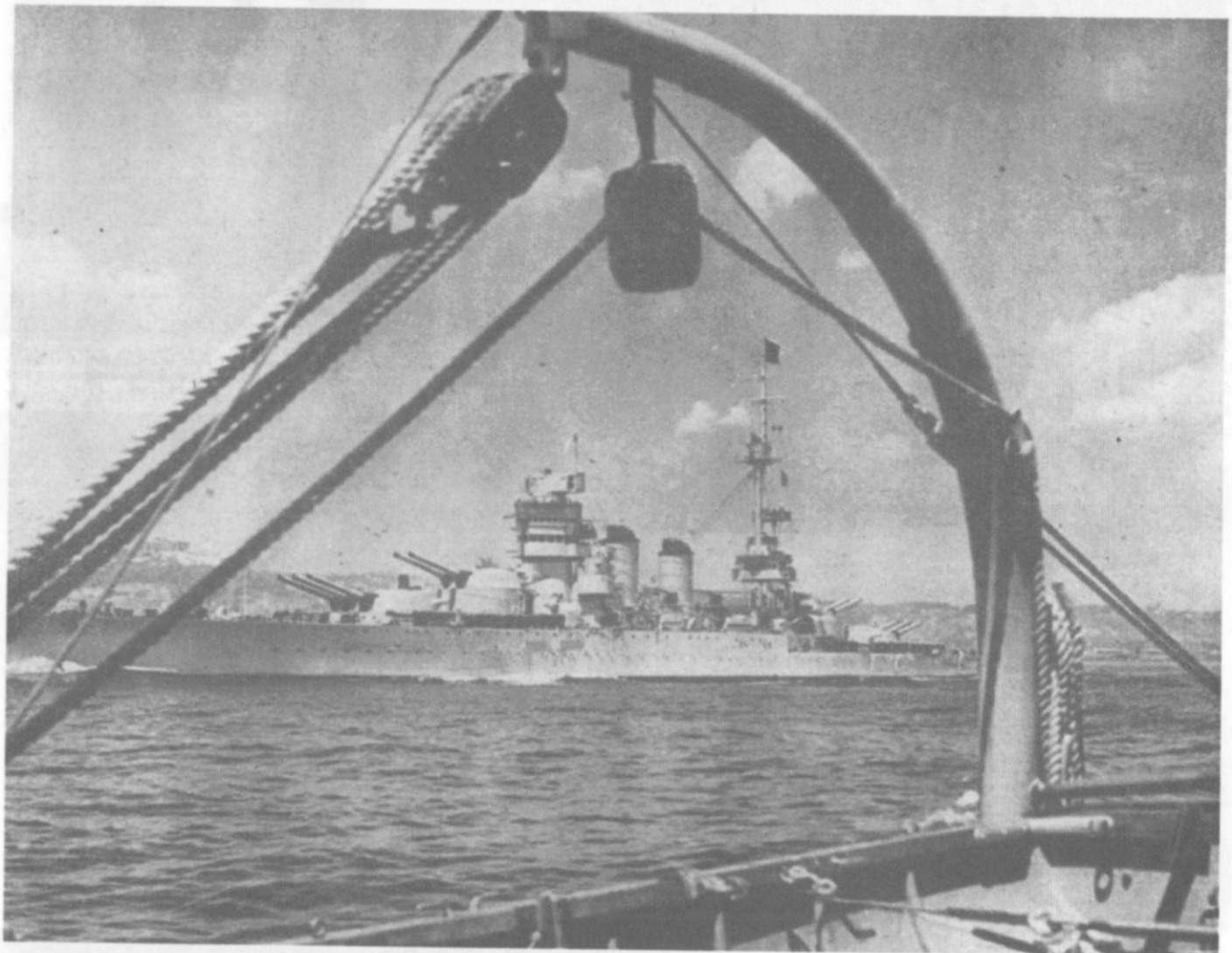
Still we have not finished the tale of victory. On that same Armistice Day 13 Italian aeroplanes paid for their temerity in raiding Britain, the majority of them being shot down before they managed to cross the coast. All in all, then, it was a black week for the Italians—the week which saw their defeat at Gallabat, the destruction of some of their crack troops in Greece, the bombing of their bases in Albania and Italy, and, as its climax, Taranto. These, said Mr. Alexander, are "blows inflicted upon each and every arm of the Italian forces."

Among the several types of 'planes used by the Fleet Air Arm is the Fairey Albacore biplane, one of which is seen above. It is designed for torpedo-carrying, spotting and reconnaissance, and machines of this type might have been employed in the attack on Taranto. It is powered with a Bristol Taurus sleeve-valve engine of over 1,000 h.p., and has an exceptional performance, but details of its speed and range and of its armament have not yet been disclosed. *Photo, Fox*

Mussolini's Battleships Were Not Safe in Taranto



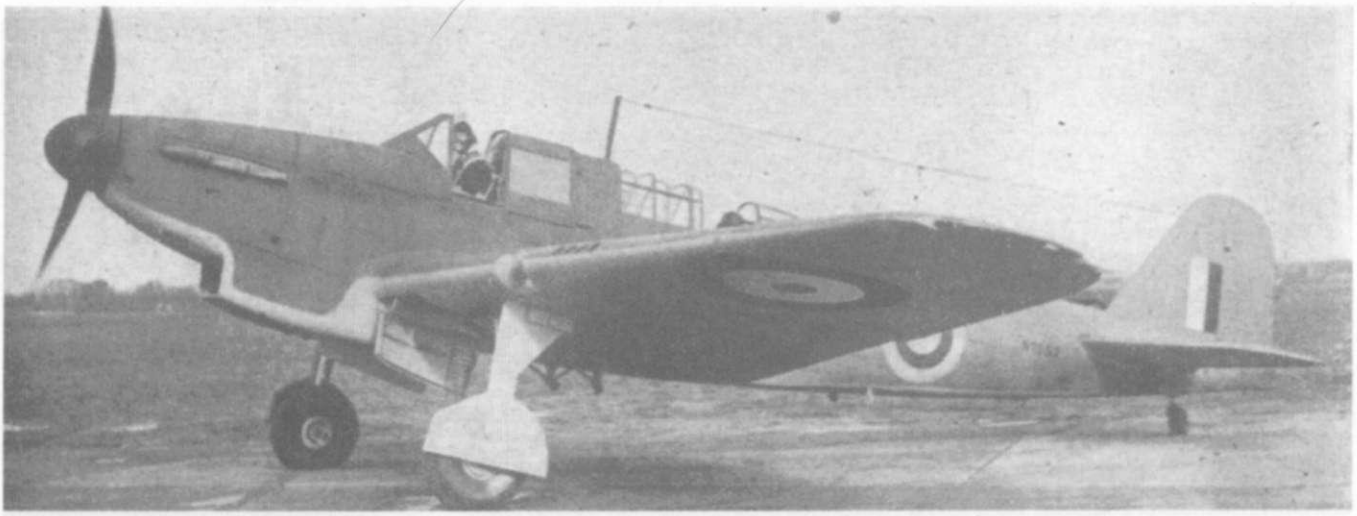
In the Fleet Air Arm's attack on Taranto on November 11, 1940 a ship of the Littorio class was left with her forecastle under water and a heavy list. Above is the "Littorio," one of four capital ships laid down between 1934 and 1938, the others of the same class being the "Vittorio Veneto," the "Impero," and the "Roma." They are of 35,000 tons with a main armament of nine 15-in. guns, besides twelve 6-in. guns and twelve 3·5-in. A.A. guns, and carry a complement of about 1,600. Their speed is 30 knots.



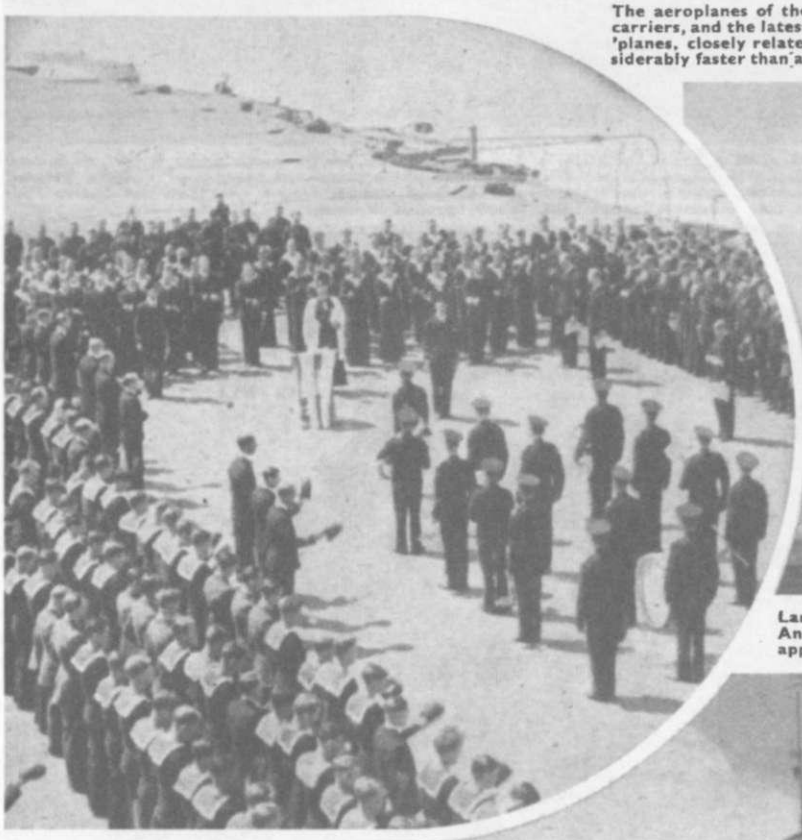
Another of the ships that the Fleet Air Arm put out of action for many months at least is one of the Conte di Cavour class. Italy possessed three ships of this class besides the "Cavour"—the "Giulio Cesare," the "Caio Duilio" and the "Andrea Doria." All four were completed between 1913 and 1916, but all have been reconstructed. They now carry ten 12·6 in. guns, twelve 4·7 in. guns and eight 3·9-in. A.A. guns, and have a tonnage of 23,622 and a speed of 27 knots. The reconstruction has made them practically new ships.

Photos, Keystone

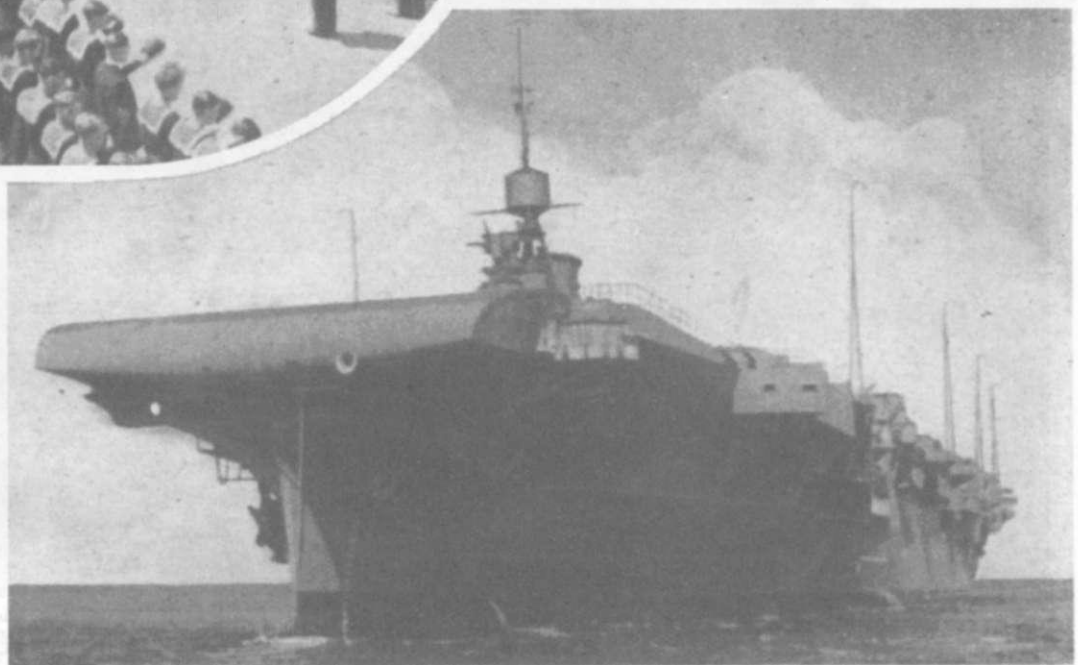
More Than Fresh Laurels for the Fleet Air Arm



The aeroplanes of the Fleet Air Arm are specially designed for use with aircraft carriers, and the latest type to come into service is the Fairey Fulmar above. These 'planes, closely related to the famous Fairey Battle used by the R.A.F., are considerably faster than any hitherto employed by the Fleet Air Arm. *Photo, Keystone*



Landing on the deck of an aircraft carrier is a ticklish business. An officer with two disks gives the pilot an indication as to the approach, and he is here making the signal to land. *Photo, L.N.A.*



The new laurels which the Fleet Air Arm gathered at Taranto on November 11, 1940, are soon likely to be added to, for it is gaining strength apace. The first of six great new aircraft carriers has just been completed; she is a ship of 23,000 tons, and on right is an impressive view of the stern, from which the 'planes take off. The photograph above, taken while Divine Service was being held, shows the great clear sweep of her deck. The first disclosure of this addition to the Navy's strength was made on November 13, when in a broadcast the First Lord of the Admiralty mentioned the completion of H.M.S. "Illustrious." *Photos, British Newsreel Association*

'Jervis Bay's' Forlorn, Heroic Action

Many soul-stirring stories of the sea have been told of recent months, but surely the epic of the "Jervis Bay" will remain unsurpassed. Here we tell of the noble act of self-sacrifice and supreme bravery by which, though she, her captain and many of her crew were lost, the convoy entrusted to their charge sailed on.

SOMEWHERE in mid-Atlantic the big convoy of 38 merchantmen was proceeding steadily on its way on the afternoon of November 5. Suddenly, at 4.50 p.m., when the sun was still shining brightly in the sky, an enemy ship was reported on the port side. Almost as soon as she was sighted the raider opened fire from a distance of seven or eight miles on the largest ship in the convoy, the P. & O. liner "Rangitiki," which may have been taken for the escort vessel. There the German was mistaken, however. The escort ship was the auxiliary cruiser H.M.S. "Jervis Bay," formerly a liner of the Aberdeen and Commonwealth fleet, and as soon as the first shells screamed across the sea, Captain Fegen steered for the enemy without a moment's hesitation. He knew, none better, that his ship, armed only with 6-in. guns, had not a ghost of a chance against the raider, who was firing salvoes from apparently 11-in. guns (thus she may have been the "Deutschland," now renamed the "Luetzow," or the other pocket battleship, the "Admiral Scheer").

Although completely outranged by the much heavier armament of the enemy, H.M.S. "Jervis Bay" continued to steer towards the raider, drawing the enemy fire away from her charges while at the same time she threw out a smoke screen with a view to cloaking their escape.

Very early in the action the "Jervis Bay" was heavily hit, and her steering-gear damaged. "Although partly out of control and seriously on fire," read the Admiralty statement issued on November 13, "she continued to hold the enemy fire while ships of the convoy were making their escape. The 'Jervis Bay' was continually hit by the enemy gunfire for nearly an hour, during which time she was engaged hotly in an attempt to divert the enemy gunfire from the convoy. She subsequently sank about three hours after the enemy was first sighted."

Survivors from the ship said that they realized fully what they were in for when they went out to tackle the Nazi battleship. But, to quote one of them, "I think everybody aboard was proud as our ship turned towards the enemy." Even when she had been holed below the waterline, when she was ablaze, developed a list and began to sink, her gun crews continued to pour shells at the distant enemy. When the flag was shot away a new ensign was nailed to the mast, and there it remained until the "Jervis Bay" took her last plunge. Early in the engagement Captain Fegen had his right arm badly shattered by a shell splinter; but he staggered from the main bridge to the aft bridge in an attempt to control the ship from there, and then returned to his original post. "Nobody saw him after that," said one of his officers; and a member of the crew added: "I can see him standing on the bridge now. He was there when I last saw him after we abandoned ship."

"It was a cosy little scrap while it lasted," said one of the survivors when he got ashore at a Canadian port; "our fellows were splendid. We sure gave Jerry everything we had until we could fight no longer. But," he went on, "it was an unequal fight. I guess we never had a chance; but the 'Jervis Bay' flayed right into the raider."

As the ship sank by the stern she was abandoned; but the gunners, most of whom were formerly members of the Merchant Service who had never been in battle before, kept firing until the decks were awash. All but one of the boats had been destroyed, but the survivors plunged into the sea and made for the rafts. And there they were mercilessly raked by the fire of the enemy.

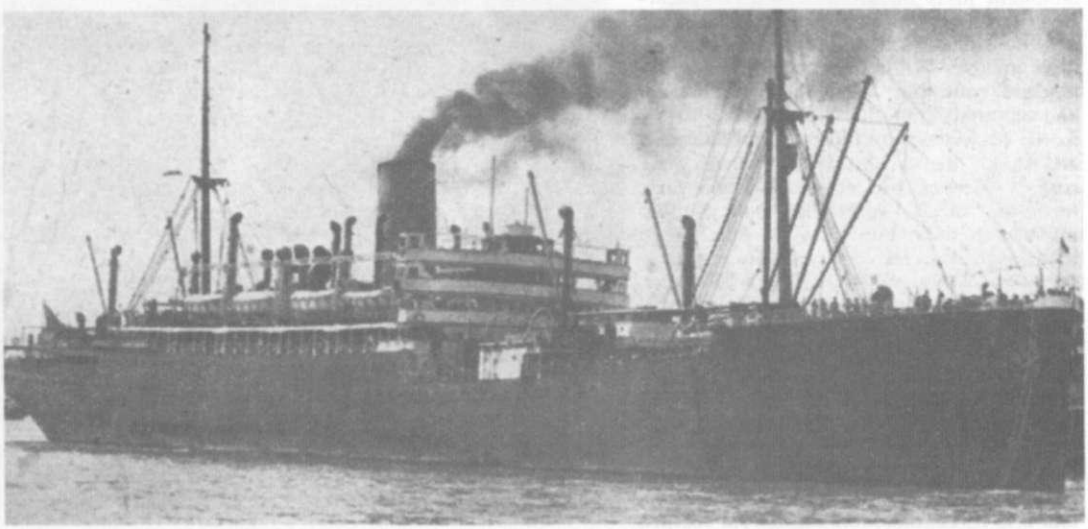
'They Did So Well For Us'

Meanwhile, the convoy was making good its escape. The "Jervis Bay" made the final sacrifice, but 33 out of the 38 ships which had been committed to her charge arrived safely in port. One of the ships, a Swedish freighter, remained near the scene of the action. "They did so well for us," said Captain Olander, "that I didn't like to leave. There she rode like a hero. She was right into the guns of the battleship. She didn't have a chance and we all knew it; but there she stayed to the last to give us in the merchant ships a chance to run for it." When night had fallen he mustered his crew on deck and, putting the matter before them, decided to return to see if he could pick up any survivors of the "Jervis Bay." In spite of a rising sea, Captain Olander managed to reach the spot where the survivors were. He found three men dead in the only lifeboat which had been launched and four rafts on which a number of survivors were still clinging, and he had the satisfaction of picking up 65 of them.

Capt. E. S. Fogarty Fegen, R.N., who went down with his ship, the "Jervis Bay." For his heroic conduct he was awarded on Nov. 16 a posthumous V.C. *Photo, Vandyk*

"It was glorious," said Captain Olander, when he got to Canada. "Never shall I forget the gallantry of the British captain, sailing forward to meet the enemy." And Captain Olander (see page 583), he too deserves a tribute. "He is a great man," said one of the men he rescued; "he didn't have to risk himself and his ship to help us, but here he was right on the spot when we needed help badly. All our fellows are—well, we just can't put it into words. But we have the highest admiration for the Swedish captain and his men."

The Germans claimed at first that their surface naval forces operating against merchant shipping in the Atlantic Ocean had completely destroyed a British convoy, the total shipping sunk amounting to 86,000 tons; and in London, too, it was feared that the losses would be very heavy. Greater far, indeed, would they have been, but for the sublime self-sacrifice of the "Jervis Bay" and her captain, that man cast in heroic mould.



The "Jervis Bay," an auxiliary cruiser of 14,164 tons, was on escort duty on November 5, 1940, in mid-Atlantic, when she was attacked by a Nazi raider. The result was a foregone conclusion, but, as Mr. Churchill said in the House of Commons on November 13, the spirit of the Royal Navy was exemplified in "the forlorn, heroic action fought by the captain, officers and ship's company of H.M.S. 'Jervis Bay' in the Atlantic in giving battle against overwhelming odds to protect a merchant convoy which they were escorting, and thus securing the escape of by far the greater part of that convoy." *Photo Central Press*

On to Koritza Pushed the Victorious Greeks

Following the defeat of Mussolini's crack division of Alpinis, the Greeks continued their successful resistance, coupled with a vigorous counter-offensive against the Italian invader. So successful, indeed, were they, that their achievements far exceeded what even their most sanguine well-wishers expected of them.

THREE weeks after the Italians began their attack on Greece, it was reported in Athens that there was not an Italian left on Greek soil, save prisoners, the wounded, and the dead. Moreover, along practically the whole of the front the Greeks had turned the tables on the aggressor and were themselves on Albanian soil.

For days the Greek highlanders, men who knew every inch of the ground and who were thoroughly acclimatized to the bitter weather encountered on these windswept and barren heights, worked steadily on across the mountain mass of Morova until they carried the heights above Koritza and thus had the Italians' advanced supply base at their mercy. With their mountain artillery and with four heavy guns which they had captured from the Italians, they dominated the enemy positions and the barracks and supply depots. Soon the Italians were seen to be evacuating the town, and fires from the burning houses and dumps illuminated the mountain sides. In this operation the Greeks received invaluable assistance from the 'planes of the R.A.F., which successfully bombed and machine-gunned the Italian motor transport columns, a farmhouse which was being used as Italian Army headquarters, and an important bridge—that which carries the road from Koritza to Elbasan, across the little river Devoli, along which enemy reinforcements were passing and along which, too, the retreating Italians might hope to move. This road, and also its continuation south from Koritza to Ersek, was completely dominated by the Greek guns; Ersek, indeed, was reported to have been captured, and also Leskoviku, still farther to the south-east.

One of the R.A.F. pilots who attacked the Italian troops on the move in the neighbourhood of Koritza had a thrilling story to tell on his return to his base. "We dived on them from about 20,000 feet," he said, "and released our bombs dead over the column, which was pretty tightly packed. I saw one bomb burst right in the centre of a big lorry. The Italians were running like hares. Then we hit a bridge (the one referred to here) fair and square, completely wrecking it, and the Italian reinforcements, which had been using it, suffered heavily. Altogether," he concluded, "it was a most successful day."

In their move against Koritza the Greeks captured 3,500 prisoners and made a huge haul of war material, including 24 cannon, 38 trench mortars, nearly 300 machine-guns, 367 lorries, nearly 1,000 mules and horses, and the flags of two regiments. The prisoners, after a long march along the mountains, were taken by train to Athens, where, as the trains disgorged them on to the platform, they made a sorry enough showing, covered in mud, their uniforms torn, and the plumes in their hats bedraggled and broken. There was little in their appearance to suggest that these were men of some of Mussolini's finest regiments. So hungry-looking were they that some of the onlookers called out jestingly to the guards, "Look out, you fellows, or they will eat you!"

One of the Italian officers who was included among the prisoners said that on the evening of October 27 his regiment was ordered to take up its position on the frontier and on the following day move into Greece. "Our Colonel told us," he said, "what we now know to be all lies, that General Metaxas had assured Count Ciano that the Italian Army had been given permission to cross Greece and Yugoslavia, and that Greece would never oppose our might. With flags flying we marched at six o'clock in the morning. A terrible fire met us. The Greeks had trained their guns on the pass. We were unprepared and retreated in confusion. Next day we were surrounded by Greeks. I shall never forget those devils charging in skirts and yelling. I was captured in an unsuccessful counter-attack,

This map includes the Albanian-Greek frontier, where the Greeks turned the tables on the Italian invaders and penetrated some distance into enemy territory.

Map by courtesy of "The Times"

This photograph, recently received in England, shows the swearing-in of some Greek conscripts, who were among the first to be enrolled after the Italian attack on their country. Compulsory military service in Greece begins at 21, and conscripts serve two years, followed by 19 years in the first reserve of the Army and eight years in the second reserve. Man for man, the Greeks have proved themselves quite the equal of their Italian foes.

Photo, Topical

Fiasco of Mussolini's First Invasion Attempt

The Italians have found that in the mountain passes between Albania and Greece cavalry is more useful than mechanized units. Here men of an Italian mounted division are advancing along a difficult road on the frontier. *Photo, Associated Press*

General Soddu, left, was appointed Commander-in-Chief of the Italian Army, attempting to advance into Greece, when it was made plain that Italy's "blitzkrieg" was not going according to plan. *Photo, E.N.A.*

Disembarking at an Albanian port, these Italian troops are to be rushed across country to reinforce their hard-pressed comrades on the Greek frontier.

which was ordered by our commander to cover the retreat. The Albanians on our left panicked. Our own tanks shelled them in an attempt to stop the panic which, however, spread along the whole line and caused it to fall back."

Another Italian officer had a similar story to tell. He spoke of moving forward into the mountains along deep defiles, where the trails were so narrow that even the mules lost their footing, so that many of them slipped and crashed down over the edge. "That was the end of them and their packs, too." When his column was halfway up a ravine on the Greek side of the frontier, the Greeks opened fire with rifles and machine-guns. "Taking what cover we could," he said, "we tried to reply, but the Greeks had chosen their positions too well. They had left us no targets that we could see. More machine-guns opened up. Even mounted guns were brought into action against us. It was impossible for us to try to advance farther; it was quite as impossible to retreat. Suffering heavy casualties, we defended ourselves as best we could, from nine in the morning to sundown. It was hopeless. So, in the end, we surrendered."

Swiftly the Italian retreat became a rout as the Greek centre, pushing on ever more strongly, threatened the whole Italian front with collapse. Bitter, indeed, must have been Mussolini's reflections when he heard the news that his army, which long ago should have been at Athens, was now in full retreat, and it was an infuriated man who screamed out on November 18 that though "the mountains of Epirus and their muddy valleys do not lend themselves to lightning warfare," yet "we will break the back of Greece."

"Today, the twenty-third day of the war," M. Nikoloudis, Under-Secretary for the Press, said on Nov. 19, "our heroic armies have purged the last corner of Greek soil which had been profaned by Italian Fascism. But we fight against an enemy six times our size numerically speaking, who has plenty of war material and means of every kind, and, above all, has a powerful air force. Greece has but little material and almost no aircraft. She has only the heroism of her soldiers and her airmen . . . Our appeal consists of one word: Aircraft!"

Troops of an Italian unit mounted on motor-cycles have made their way through a mountain pass in Albania into Greek territory. They wear on their helmets the cocks' plumes of the Bersaglieri. *Photos, Associated Press*

In Syria the French are Still in Possession

Syria is one of the French territories that Mussolini hopes to secure by reason of his "victory," but as yet there seems to be small likelihood of his doing so. Not only is the British Navy in the way, but the French garrison—not to mention the Syrians themselves—are in no hurry to accept Italian domination.

BEFORE the Great War Syria was subject to the Sultan at Constantinople. In 1920, however, it was mandated to France by the League of Nations, and the mandate still holds, since the Franco-Syrian Treaty of 1936, providing for the abolition of the mandate and the recognition of Syria as a sovereign independent state, has not been ratified by the French parliament or by the League.

Shaped like a giant wedge between Turkey on the one hand and Palestine, Transjordan and Iraq on the other, Syria has an area of not quite 60,000 square miles. Fronting the Mediterranean and overlooking the fertile strip of coastal territory are the parallel mountain ranges of Lebanon and Anti-Lebanon; beyond these, the table-land gradually merges into desert, crossed only by caravan roads and one or two motor tracks, and by the oil pipe-line, completed in 1934, which runs from Haditha on the Euphrates, through Palmyra and Homs, to the port of Tripoli on the Mediterranean.

Varied as are its surface features, Syria's population is even more diverse. Of its rather more than three and a half millions, the majority are Arabic-speaking Moslems, but there are also innumerable Turks, Turkomans, Kurds and Circassians, Armenians, Persians and Jews, Bedouins in the desert, and a few Europeans. About half a million are Christians belonging to different churches; indeed, in Syria there is an almost bewildering variety of patriarchs, archbishops and bishops. Most of the people are farmers on a small scale, growing wheat and barley, maize and sesame, whose seeds yield a valuable oil. Fruits of all kinds are also grown, and olive groves, vineyards and fig gardens are many. Cotton production is on the increase, and Latakia tobacco is famous; millions of sheep are pastured on the mountain slopes, and in the desert areas the camel is the beast-of-all-work of the tribesmen. In the Lebanon mountains iron has been worked from time immemorial, and there are traces of petroleum deposits.

Politically, Syria is divided into four territories: the Syrian Republic, the Lebanese Republic, the Government of Latakia, and the Government of Jebel Druze. Far the largest of these is the first or Syria proper, whose 49,000 square miles take up practically the whole of the country with the exception of the coastal belt. Its capital is Damascus, historically the oldest of all living cities and one which still retains a predominant oriental atmosphere. Its bazaars are famous throughout the East; and through its streets move caravans with tobacco from Baghdad and silk carpets from Persia, dark-hued Arabs in their camel-hair tarbooshes, pilgrims on the road to Mecca, and bearded Syrian merchants in coats of lamb's wool. As one of the greatest cities of the world of Islam Damascus may boast of its 250 mosques, but there are large Jewish and Christian quarters, and its most famous street is the one called Straight, down which tottered the newly-blinded Paul 1,900 years ago. Damascus' population may number some 230,000, but Aleppo, a great commercial centre in the northern part of the republic, is considerably larger, with perhaps 300,000 people.

The Lebanese Republic, which lies between the Lebanon mountains and the sea, is much smaller (3,800 square miles, and a population of 850,000). Its chief town is Beirut, which has long ranked as one of the most important ports in the Levant. To the north is Latakia (2,800 square miles; inhabited by some 300,000 Alaouites), with the town of Latakia as its capital.

The fourth territory, Jebel Druze (2,400 sq. m.), lies in the extreme south of Syria, adjoining Transjordan; its government has its seat at Es Suweideh. Its inhabitants, the Druses, are fanatical Moslem tribesmen, formidable fighters who not so long ago—in 1925 to be precise—rose in open rebellion against the French, who had recently come into their country. Fierce fighting extended even to the streets of Damascus, and for two days in October the ancient city was bombarded by the French guns. By the middle of 1926 the rebellion was over, but to this day the Druses have remained as an unreconciled element in the Syrian population.

The white area on the map above shows Syria, the mandated French territory which is a key position in the Middle East. Alexandretta, or the Hatay, is an autonomous state under Turkish protection. *Courtesy of "News Chronicle"*

Repercussions of Surrender

The French administration has its headquarters at Beirut, and the present High Commissioner is M. Gabriel Puaux, who took office at the beginning of 1939. Before France collapsed she maintained an army consisting of five divisions of rather more than 100,000 men in Syria, but General Mittelhauser's fine force was quick to be affected by the disillusionment and conflicting loyalties that ensued. At first General Mittelhauser, the French Commander-in-Chief in the Near East, declared that whatever happened in Metropolitan France he would go on fighting, but when General Weygand, his predecessor as C.-in-C., brought pressure to bear upon him, Mittelhauser submitted to Vichy.

This submission was welcomed by many of the 35,000 or 40,000 conscripts and reservists who were concerned only with returning home at the earliest possible date, but it was bitterly resented by the resident Syrian garrison force, of about 10,000 French regulars, and their resentment was shared by the great majority of the native troops—numbering, perhaps, 50,000 men—who took not the slightest interest in the French political quarrel but were prepared, good soldiers that they were, to follow their officers wherever they might lead. The disaffection was intensified by the arrival of the Italian Mission, dispatched to supervise the demobilization and disarmament decreed by the terms of the armistice. We do not know what the Italians required, but it is safe to assume that they wanted to lay their hands on the great stores of military supplies, the tanks and guns, lorries and aeroplanes, and also to be permitted to occupy the principal aerodromes. Whatever they asked, they seem to have gone away disappointed; M. Puaux and General Fougère, who replaced Mittelhauser as C.-in-C. last July, received the Italian generals with typical Gallic courtesy and expressed their willingness to cooperate with them in every way consistent with their loyalty to Marshal Pétain's government at Vichy. But it is significant that as the weeks pass more

Italy's Generals Were Sent Empty Away

Here is a view of Beirut, the principal seaport of Syria, and the home and the headquarters of the French Administration. It is situated on the Mediterranean about 60 miles from Damascus, and has had a long and chequered history, having belonged in turn to the Greeks, the Romans, the Crusaders and Moslems, while it was occupied by the British in October, 1918. The population is about 135,000. *Photo, Dorien Leigh*

and more of the French dissentients cross the border into Palestine and Transjordan, to continue the fight side by side with their old allies.

If the Italians did indeed succeed in securing control of Syria, then the position of Britain in the Near East would be made infinitely more difficult, for a block of enemy or at least enemy-controlled territory would be interposed between Palestine and Turkey, Britain's ally. Moreover, the Italians would be able to replenish their dwindling oil supplies by way of the pipe-line from Iraq, which, as we have seen, reaches the Mediterranean at Tripoli; since the war began the flow of oil has ceased, much to the chagrin of Mussolini and to the disadvantage of his war effort, for it was from Iraq that Italy used to receive a considerable proportion of her oil supplies.

Britain's occupation of Crete and the Greek islands makes the Italian threat to Syria much less formidable; and in any case the British island of Cyprus lies conveniently close—in fact, its mountains may be seen from the heights of Lebanon on a clear day. But there seems to be little likelihood at present of Mussolini securing a foothold in the great French dependency. Even if the French were inclined to submit, the Syrians themselves might be expected to put up a stern resistance against Italian domination. A large proportion of them were opposed to the French mandate, and if the French withdrew, Syria would almost certainly proclaim her independence; after all, in so doing she would be carrying out the intention of the Treaty of 1936.

On the other hand, we might see the rise of a great Pan-Arabic realm, which would include not only the four territories of Syria, but Iraq and possibly Transjordan. But as yet the French are in possession, and, failing an attack by Italy or Germany, they are likely to remain so.

With Mr. Eden on His Tour of Empire

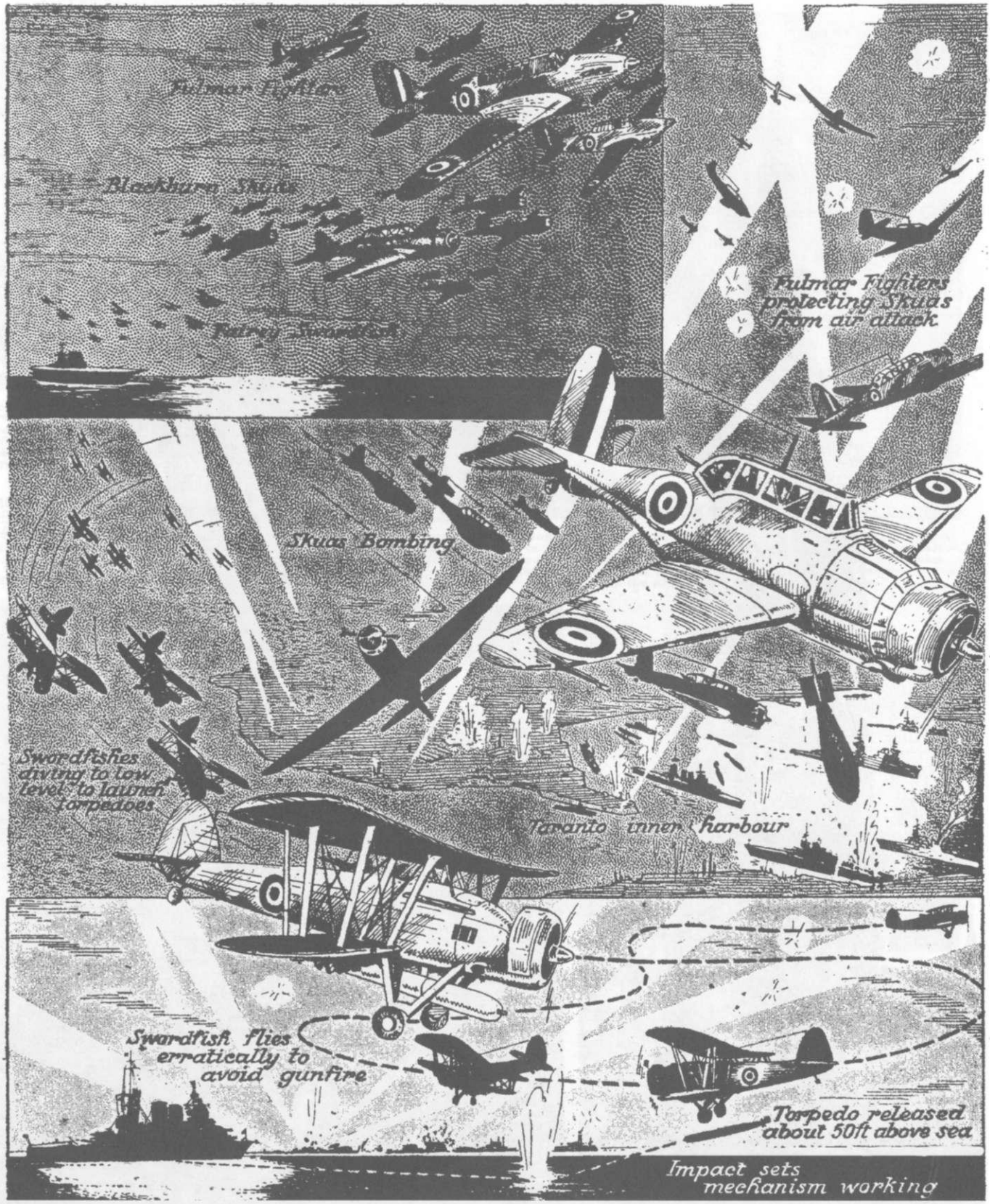
Men of an Indian division in an armoured car are on the look-out for enemy 'planes during operations in the Western Desert. They are fully equipped with anti-aircraft guns. *Photo, British Official: Crown copyright*

On one occasion when Mr. Eden visited the military establishments in the Near (or Middle) East he and his party were conveyed in Westland Lysanders, two-seater monoplanes of extreme manoeuvrability which are highly favoured for reconnaissance and army co-operation work. In this photograph we see the War Secretary entering his 'plane. *Photo, British Official: Crown Copyright*

Here Mr. Eden is greeting a unit of the Transjordan Frontier Force during his visit to the Near East. This force polices the Jordan Valley and numbers 170 officers and nearly 3,000 other ranks. Other photographs of the Force appear in page 512. *Photo, British Official: Crown Copyright*

FOR some weeks in October and November, 1940, Mr. Anthony Eden, Secretary of State for War, toured the Near East, visiting numerous military establishments in Palestine, Egypt and the Sudan. Accompanied by General Sir Archibald Wavell, Commander-in-Chief in the Middle East, he inspected units of the Palestine garrison in Jerusalem, subsequently visiting Amman, the capital of Transjordania, where he was received by the Emir Abdullah of Transjordan, and inspected a desert patrol of the Arab Legion and a unit of the Transjordan Frontier Force. In Egypt Mr. Eden paid a surprise visit to the Fleet Club at Alexandria and was given an ovation by 5,000 officers and men of the Mediterranean Fleet and members of the R.A.F. He also inspected anti-aircraft defences at Alexandria. After a short stay at Suez, Mr. Eden spent some days with the field army in the Western Desert. At Khartum, on October 27, he met General Smuts, Prime Minister of the Union of South Africa. Broadcasting to the Forces in the Middle East on his return, Mr. Eden said that his journey had been a most vivid and encouraging experience. "Yours is the quality that commands success."

How the Fleet Air Arm Attacked at Taranto

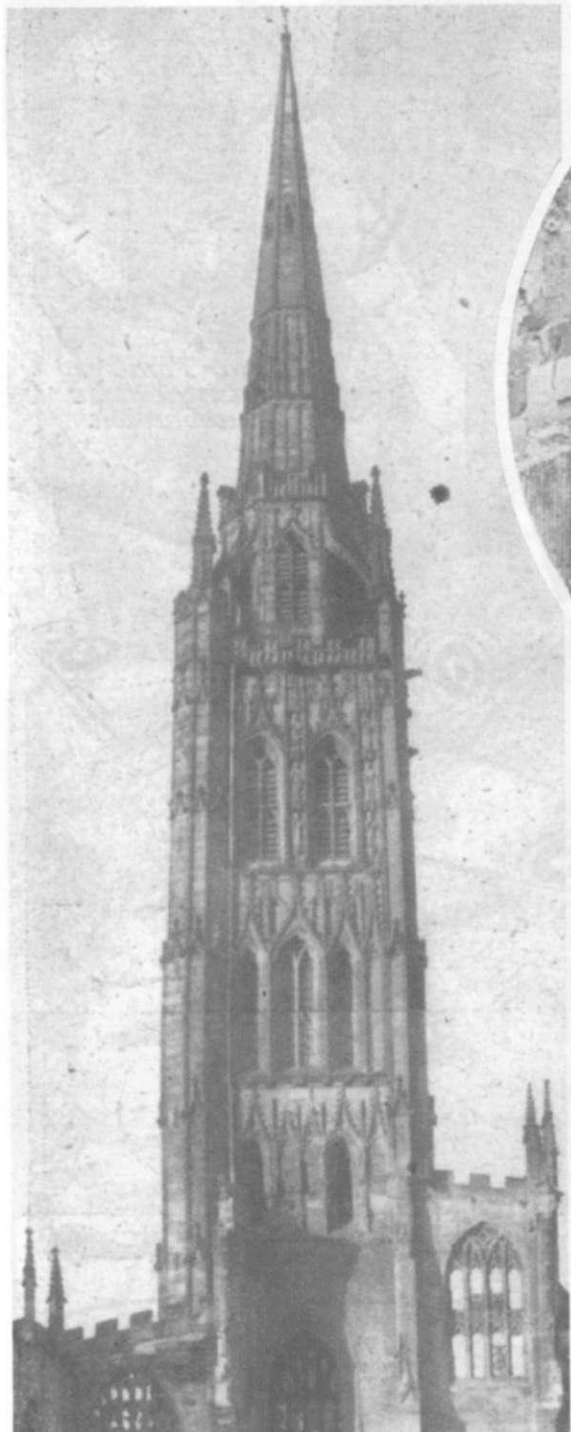

Fulmar Fighters
Blackburn Skuas
Fairey Swordfish
Fulmar Fighters protecting Skuas from air attack
Skuas Bombing
Swordfishes diving to low level to launch torpedoes
Taranto inner harbour
Swordfish flies erratically to avoid gunfire
Torpedo released about 50ft above sea
Impact sets mechanism working

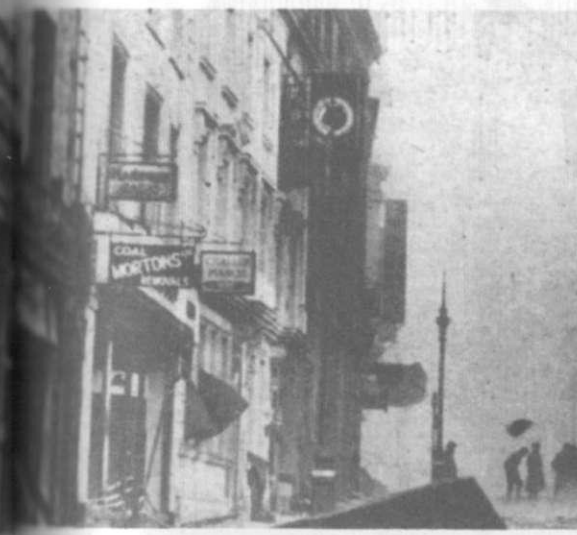
NAVAL and air history was made on the night of November 11-12, when torpedo- and bomb-carrying 'planes of the Fleet Air Arm delivered a devastating onslaught on the big ships of Mussolini's Navy lying so snugly at anchor in the harbour of Taranto. The story of the attack is given in page 563, but here, in this diagrammatic drawing, we have illustrated some of the 'planes with which the Fleet Air Arm is equipped and what we may suppose was the method of their attack on the great Italian naval base.

First we see the aircraft—Fairey Fulmars, Blackburn Skuas and Fairey Swordfish—taking off in waves from the deck of a monster aircraft carrier. The first flight is composed of the Fulmars—fast, heavily armed monoplane fighters whose job it is to protect the bombers from attack by hostile 'planes. Close behind them—or rather, enclosed by them—come the Blackburn Skuas—dive-bombing monoplanes each of which may carry one 1,000 lb. bomb. Diving down at terrific speed on their targets, the Skuas release their bombs, then, flattening out, roar up again into the sky where for the nonce they join the protecting escort of fighters, while the third wave, composed of Fairey Swordfish torpedo-carrying 'planes, launch their torpedoes on the Italian battleships lying only a few feet below. Each Swordfish carries one torpedo—"Mouldies," as they are called in the Navy—but that torpedo is a miniature battleship weighing up to a ton and containing perhaps 500 lb. of T.N.T.

Specially Drawn for THE WAR ILLUSTRATED *by War Artists & Illustrators Ltd.*

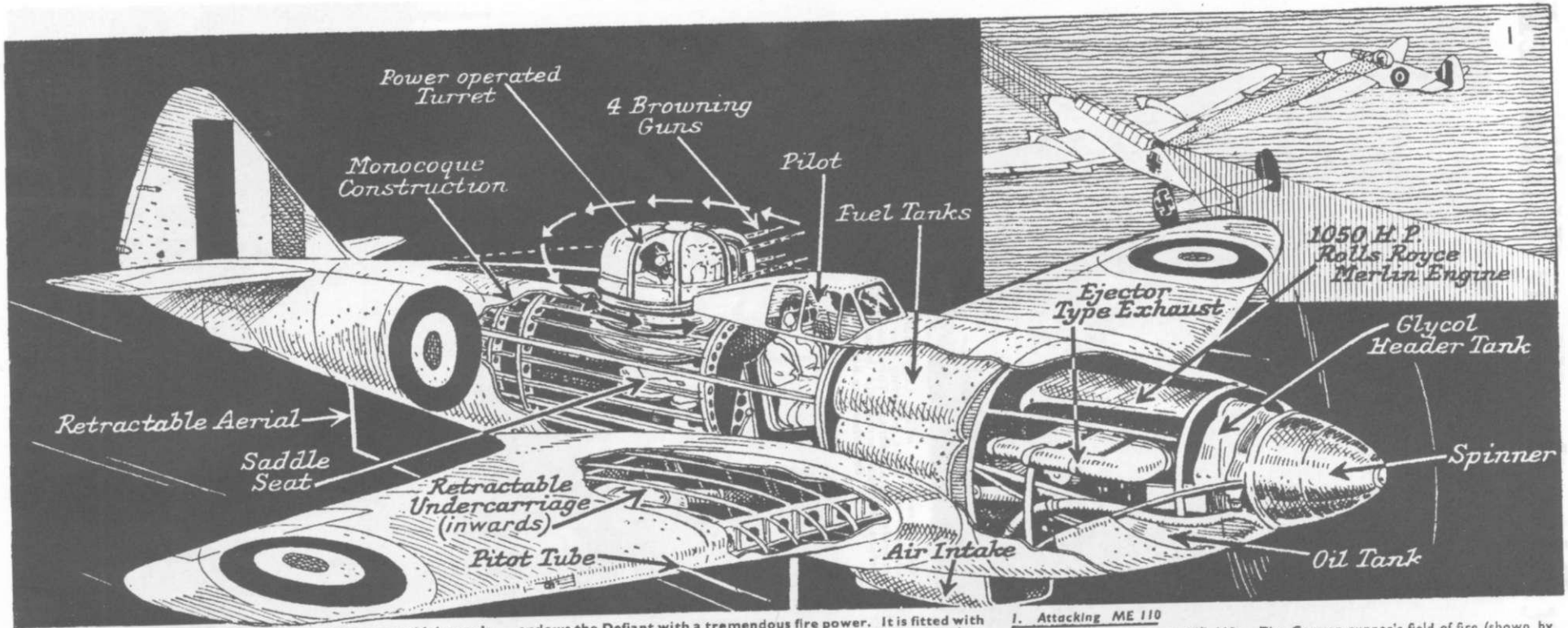
Ferociously Mauled by the Bestial Nazis Coventry's Head





For hours on Nove... the King, accompanied by Mr. Herbert Morrison, Mini... Home Security, walked through bomb-scarred Coventry, e... in words and by his very presence his intense sympathy... the city's stricken people (left). The dramatic photograph... of a Coventry street was taken when the intrepid fire fighte... still engaged in combating the flames.

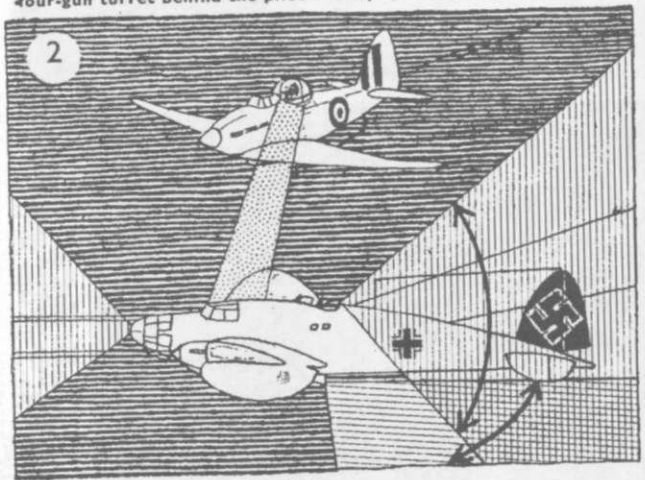
FROM dusk to da... November 14–15 Coventry, ancient town of the M... which in recent days has won fresh fame and prosperity as the city... and motor-cars, sewing-machines, rayon and aircraft, was bom... wave after wave of German 'planes. Some 500 tons of high-exp... bombs and 30,000 incendiaries were dropped, and the casualti... reported to be over a thousand.



BOULTON PAUL DEFIANT. With a performance which equals that of many single-seater fighters, this two-seater fighter is one of the most formidable aircraft in the service of the Royal Air Force. In addition to its fixed forward-firing machine-guns it has a four-gun turret behind the pilot's cockpit, and this combination endows the Defiant with a tremendous fire power. It is fitted with a 1,050 h.p. Rolls-Royce engine, and the span is 39 feet, 6 inches. Fine manoeuvrability, and splendid visibility for both pilot and gunner make it admirably suitable for defensive night flying. How its great field of fire can be used is shown in diagrams 1 to 4.

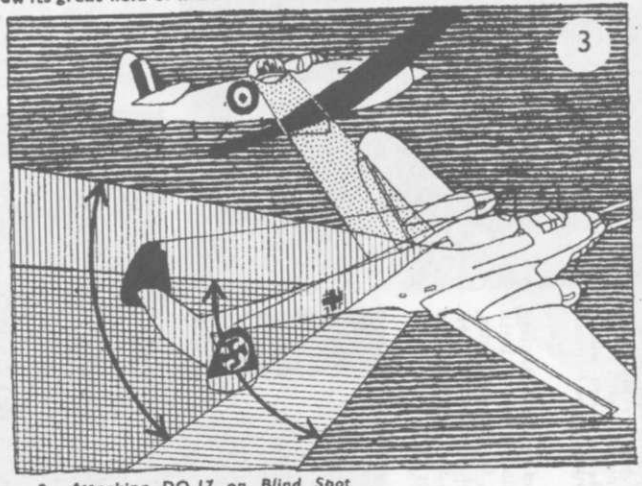
1. Attacking ME 110

A starboard attack on an ME 110. The German gunner's field of fire (shown by the patched section) is hopelessly restricted so that he is powerless to return the fire from the Defiant. Dotted beam shows Defiant's zone of fire.



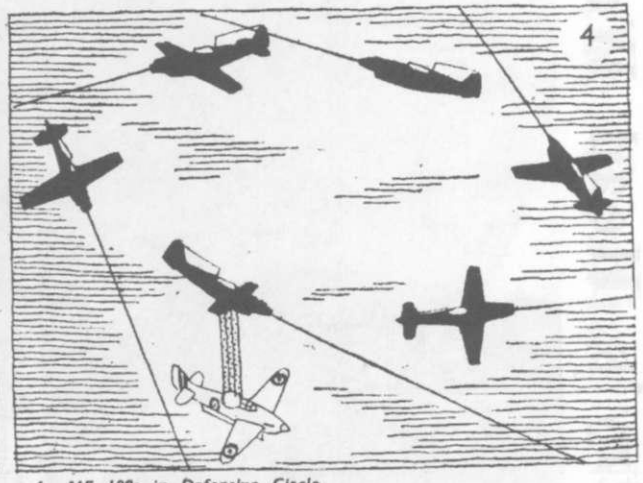
2. Beam Attack on HE 111 K

A beam attack on an HE 111 K bomber. Again, the Nazi cannot protect himself because of the limited traverse (shown by the arrows) of his movable guns, above and below his fuselage.



3. Attacking DO 17 on Blind Spot

A Defiant comes close to pour bullets from its turret guns into a Dornier DO 17 caught in his blind spot. His movable guns installed above and below fuselage, shown by arrows, cover only a small field to the rear.



4. ME 109s in Defensive Circle

ME 109s fly in a defensive circle to ward off attacks. But a Defiant dives, and with his four guns the gunner fires a burst (shown dotted) on one of the enemy from a blind spot below.

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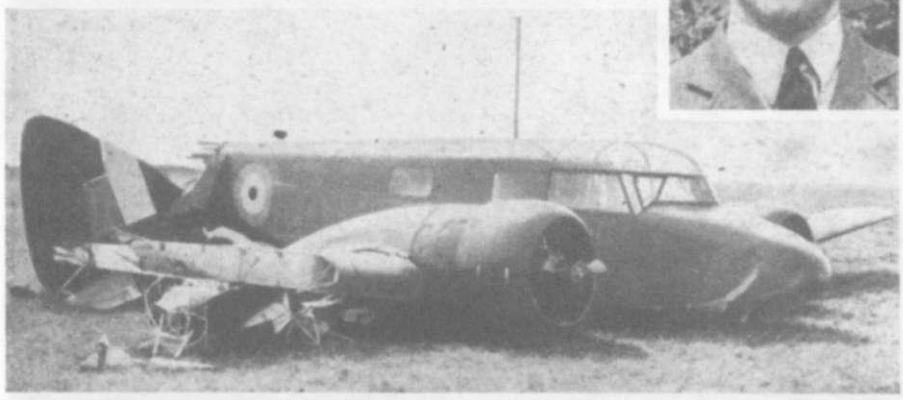
'A Good Week for Us—A Bad One for the Enemy'

One of the most active weeks in the air war is that whose principal happenings are reviewed in the chapter that follows. Italian attacks on Britain, and British on Italy; heavy raids on Hamburg and the wanton brutality of Coventry—these are some of the many incidents of an eventful period.

THE disastrous result of the first encounter between Italian raiders and our fighters over Britain, on Armistice Day, seems to have dissuaded the Regia Aeronautica for the present from pitting themselves against the R.A.F. Fifteen to twenty Italian bombers (Caproni 135) were accompanied by about three times as many fighters (CR 42, a type illustrated in page 289); eight bombers and five fighters were shot down by the R.A.F. in a few minutes, without loss. Mussolini could have found useful work for his aircraft much nearer home, for it was on the night of November 11-12 that machines of our Fleet Air Arm carried out a dashing attack on Italian warships at Taranto, as described in page 563, badly damaging three battleships, two cruisers and two Fleet auxiliaries. Two British aircraft were lost. On the night of November 13-14 a large force of bombers of the R.A.F. made a further attack on the docks and harbour at Taranto, and all our aircraft returned safely.

Sergeant E. F. Sly, right, who has been awarded the Air Force Medal, was flying at a height of 900 feet when a pupil in another aircraft struck a wing of his 'plane and severed it from just beyond the engine. Though his machine was breaking up Sergeant Sly managed to land (below).



In a period of ten nights the R.A.F. had bombed Naples three times—October 31-November 1, November 4-5, and November 9-10. During this same period the port of Brindisi was bombed twice. On Armistice Day aircraft of the Fleet Air Arm from H.M.S. "Ark Royal" bombed the harbour and aerodrome at Cagliari, in Sardinia—without loss. Two shadowing enemy aircraft were destroyed by our fighters. So November 11 turned out to be a very unlucky day for Il Duce. Even the 900 miles of land and sea which separate his territory from Britain have not availed to protect his arms and engine factories from the R.A.F.; and on November 9, for example, our bombers flew 1,800 miles non-stop in order to batter the Fiat motor and aircraft works at Turin, and the Pirelli electrical accessories factories at Sesto San Giovanni, a few miles north of Milan. The Pirelli works had received a heavy attack some three weeks earlier, on October 20.

The Fleet Air Arm also struck heavy blows at the Italian air force. A Cant 501 aircraft was damaged on November 8, and on the same day our Fulmars intercepted a formation of S 79s and destroyed one. Next day they shot down a Cant 506, and on the 10th destroyed another of this type. A formation of nine S 79s was intercepted and one damaged.

Besides indirect help afforded by the British Naval and Air Force operations mentioned, our forces have been assisting the Greeks with ever-increasing vigour in their resistance to the Italian invaders. Ports in Albania and on the Italian mainland have been bombed; supply ships en route to the scene of war have been destroyed; the Italian forces have been harried; roads and bridges over which supplies and reinforcements were being rushed have been persistently attacked by the R.A.F.

FIRST FIGHTER PILOT V.C.

ON November 14, 1940, it was announced that Flight Lieutenant James Brindley Nicolson, aged 23, of No. 249 Squadron, had been awarded the V.C. The official account stated that: "During an engagement near Southampton on August 16, Flight Lieutenant Nicolson's aircraft was hit by four cannon shells, two of which wounded him, while another set fire to the gravity tank. When about to abandon his aircraft owing to flames in the cockpit he sighted an enemy fighter, which he attacked and shot down, although, as a result of staying in his burning aircraft, he sustained serious burns to his hands, face, neck, and legs. Fl. Lt. Nicolson has always displayed great enthusiasm for air fighting, and this incident shows that he possesses courage and determination of high order. By continuing to engage the enemy after he had been wounded and his aircraft set on fire, he displayed exceptional gallantry and disregard for the safety of his own life."

Photos, British Official: Crown Copyright

AIRCRAFT LOSSES OVER BRITAIN

German to April 30, 1940

Total announced and estimated—West Front, North Sea, Britain, Scandinavia 350

	German	Italian	British
May	1,990	—	258
June	276	—	177
July	245	—	115
Aug.	1,110	—	310
Sept.	1,114	—	311
Oct.	241	—	119
Nov. 1-18	175	13	39
Totals, May to Nov. 18	5,151	13	1,329

Daily Results

Nov.	German Losses	Italian Losses	British Losses	British Pilots Saved
1 ...	18	—	7	2
2 ...	10	—	—	—
3 ...	1	—	1	—
4 ...	—	—	—	—
5 ...	7	—	5	2
6 ...	6	—	4	1
7 ...	8	—	5	5
8 ...	22	—	6	3
9 ...	7	—	—	—
10 ...	—	—	—	—
11 ...	31	13	2	—
12 ...	1	—	—	—
13 ...	6	—	—	—
14 ...	19	—	2	2
15 ...	20	—	2	1
16 ...	5	—	—	—
17 ...	14	—	5	4
18 ...	—	—	—	—
Totals	175	13	39	20

None of the figures includes aircraft bombed on the ground or so damaged as to be unlikely to reach home.

From the beginning of the war up to Nov. 11, 2,846 enemy aircraft have been destroyed during raids on Britain. R.A.F. losses were 813, but the pilots of 405 British machines were saved.

Mr. Churchill on Nov. 5 gave weekly average of killed and seriously wounded for September as 4,500; for October, 3,500. In first week of intense bombardment in September 6,000 casualties; in the last week of October, only 2,000 casualties. Totals announced for October: killed, men 2,791; women 2,900; children 643. Wounded and detained in hospital, men 4,228; women 3,750; children 717.

The Germans stated that this savage attack on civilians was "in return for the abortive British raid on the party celebrations in Munich" on the previous Friday night. But they might just as well have intended it for a reprisal for our routine raid on Berlin during the night of November 13-14, when Molotov, the Russian Premier and Foreign Commissar, happened to be attending a farewell banquet at the Soviet Embassy.

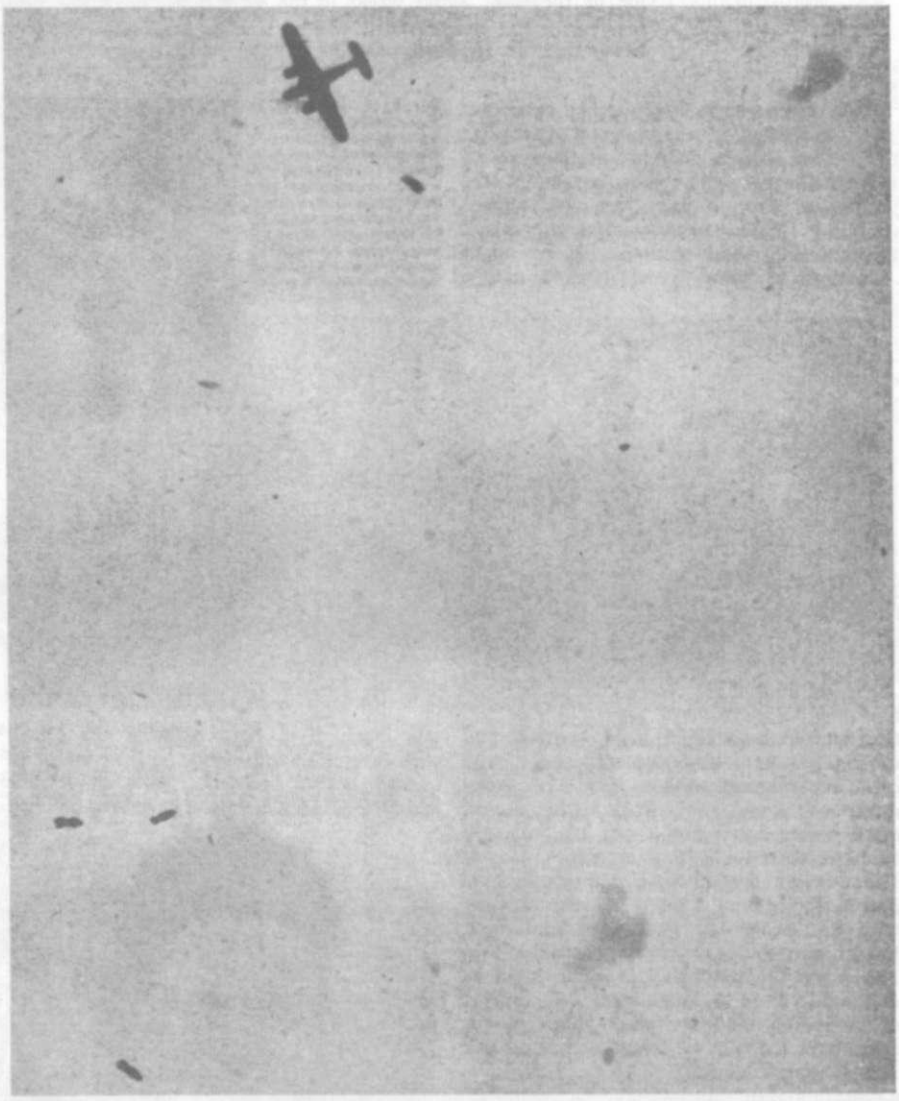
While the Nazis were bombing Coventry and other British towns our R.A.F. bombers delivered a further heavy attack on Berlin; six terminal stations and goods yards were bombed. Other R.A.F. formations attacked

Italians Followed the Nazis to Disaster

28 enemy-occupied aerodromes, besides ports, harbours and shipping along the coasts from Norway to Brittany.

Germany's daylight raids on Britain, resumed in greater force, went ill for the Luftwaffe, which lost 19 aircraft on Thursday and 20 on Friday; our own losses were two aircraft on each day. A large-scale attack was made on London on Friday night, when the German bombers came over in rapid succession and very heavy missiles were dropped. Five Nazi bombers were shot down. On the other side of the account is to be set the intensive and prolonged attack made on Hamburg by our bombers. Beginning at dusk on Friday, it continued until half-past five on Saturday morning, and on this occasion the R.A.F. selected targets in the city itself—but only military objectives. The R.A.F. also raided Kiel dockyards, and dropped bombs on Ostend and Calais among other places.

On Saturday night our bombers attacked Hamburg again—in even greater numbers: factories, oil works, goods yards, the enormous Blohm and Voss shipyards were battered. Earlier on Saturday, in daylight, the R.A.F. had raided the Dortmund-Ems canal and oil refineries at Bremen and Cologne. At dusk bombers of the Coastal Command had made dive-bombing attacks on aerodromes in Northern France.



A remarkable photograph showing a Dornier swooping from the clouds. As anti-aircraft shells burst round the machine three bombs are released on a London area.

Photo, Associated Press

On November 12 a force of eighty Italian 'planes that sought to raid England was routed over the Thames Estuary, and thirteen of them were shot down. Here is an Italian raider that was brought down during the raid.

Photo, Fox

On Saturday, November 16, the first air attack was made on the Hebrides, when a Nazi bomber flew over in daylight and gunned a lighthouse. Enemy attacks during the day were light, but in the night raids a South-coast town suffered severely, and elsewhere bombs were dropped in London and places in the Home Counties. A German bomber was shot down off the Kent coast.

Fourteen enemy aircraft were shot down during Sunday's daylight raids—one by H.M. paddle minesweeper "Southsea," which used to ply between the Isle of Wight and Portsmouth, and one by A.A. gunfire. Five of our fighters were lost, but four of the pilots are safe.

Mr. Arthur Greenwood, Minister without Portfolio, in a speech on Sunday said that "the past week has been a good one for us and a bad one for the enemy. Serious though the attacks have been on this country, the punishment we have suffered is nothing to that we have administered to the enemy. Germany has suffered fifty times as much industrial damage from bombing as Britain has." He said also that recent events had opened a new chapter in the war.

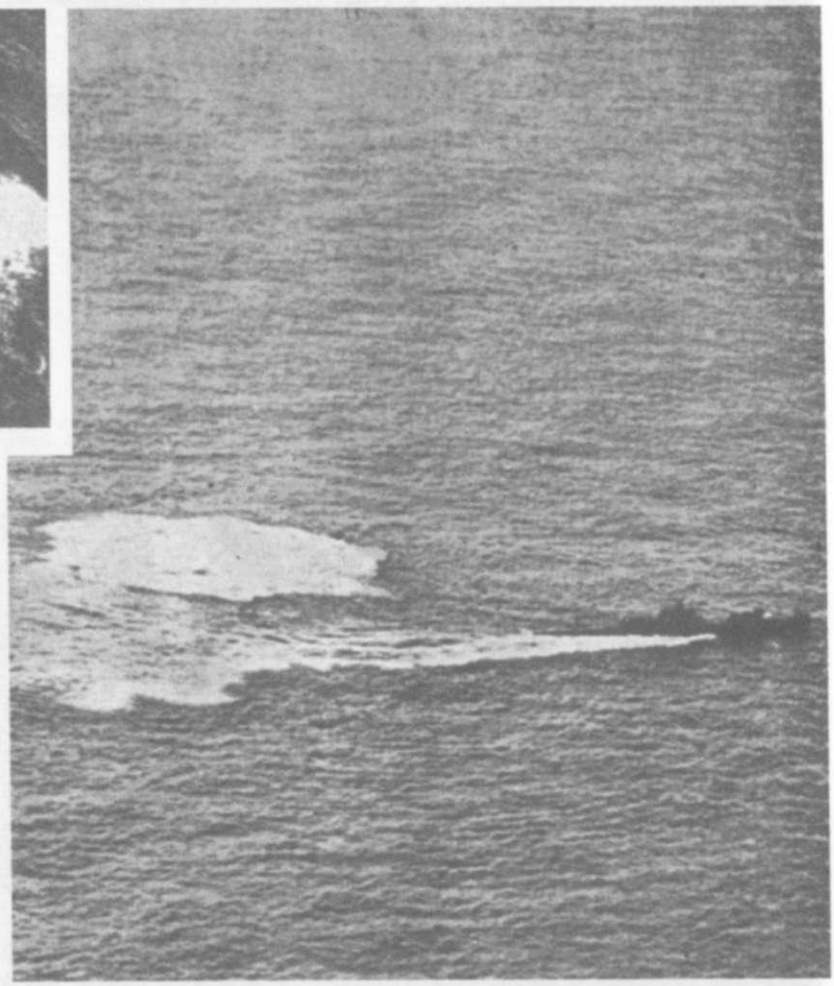
'Biddy' Treads the Path to Safety

Involved in the noise and flaming fury of the air raids, many a London horse has been killed when its stable has been shattered by Nazi bombs. "Biddy," whom we see in this photograph being led to safety, was more fortunate. For over nine hours she was imprisoned in her stall and remained quite imperturbable while rescuers were clearing away the wreckage so that she could be released. Three horses were killed beside her when the bomb fell, but eight others were saved.

Photo, Planet News

One More Italian Submarine Takes the Count

Late in October 1940 a British destroyer tracked down an Italian submarine and eventually forced it to the surface with depth charges. Here the submarine is seen surfacing.



Just as the submarine reached the surface the British flying-boat that had joined with the destroyer in the pursuit dropped a bomb which missed its mark by only a few yards. The photographs in this page were taken from the same flying-boat that dropped the bomb.

When the Italian submarine had been forced to the surface and the crew knew that the game was up, they swam for the destroyer. Helping hands were ready for them, life-lines were lowered and, as the empty davits of the destroyer, left, show, boats were lowered to rescue other survivors. Right, the submarine's bow rises as she takes her last plunge. Up to November 11 Italy had lost some 24 submarines

Photos, British Official: Crown Copyright

For 24 Years Arabs Have Been Our Friends

IN 1928 an independent Government of Transjordania was recognized by the British Government. This territory is governed by a local Arab administration under the Emir Abdullah Ibn Hussein, and its population is about 300,000, of whom 260,000 are Arab Moslems and 30,000 Arab Christians. The remaining 10,000 are mainly Circassians.

On the occasion of the 24th anniversary of the Arab world joining arms with Britain, celebrations took place in August in all Arab states. Men of the Transjordan desert patrol are seen left, during the parade at Amman, the Transjordanian capital. Above, the Emir Abdullah, ruler of Transjordania, addresses his people in Amman.

Here is an impressive array of armoured cars of the desert patrol, parading in the Square at Amman, where they were reviewed by Emir Abdullah.

Photos, British Official: Crown Copyright

NEVILLE CHAMBERLAIN: AN APPRECIATION

by LORD CAMROSE

Mr. Chamberlain, who was Britain's Prime Minister on the fateful September 3, 1939, and for the war's first eight months, died on November 9, 1940. The words of appreciation that follow are reproduced here by courtesy of the "Daily Telegraph."

THE ceremony at Westminster Abbey on November 14 saw the final passing from our midst of one of the most honest, self-sacrificing statesmen who ever achieved the glory of being First Minister of the Crown in this country.

Perhaps history will say that Neville Chamberlain was one of the most misunderstood statesmen of this country. After Munich many thousands of people made it definitely their opinion that Chamberlain was a political weakling; that he feared Hitler and his power, that he thought our only course was to conciliate the monster in any and every way.

Nothing could have been more untrue. Munich undoubtedly crystallized his view of Hitler and his works, but fear was never the motive which actuated his policy towards Hitler or, indeed, towards anything else. He was not built that way. Neville Chamberlain was the type of the solid, slow but sure-reasoning Englishman who has made the British Empire what it is today. There was nothing sham about him in any shape or form. Shy, unassuming, diffident of his own abilities, he was strong as steel when his mind was made up, and as determined, dogged and true as any statesman England has ever possessed.

* * *

What the Prime Minister said of his conduct on May 8, when the House of Commons had registered its vote against him in partial but convincing form, characterized with exactitude the man Chamberlain was. Those who were present in the House that night will never forget the scene. The debate had travelled far from the real subject. He and his Government had been blamed for crimes which were not theirs at all. Mr. Lloyd George stung him to the remark—persistently misconstrued by subsequent speakers—"Even I have my friends in the House, and we shall see what they think when the vote comes." Sir Samuel Hoare had delivered a speech which left the House freezingly cold and unsympathetic, and Mr. Churchill, who was to wind up the debate, was left with a difficult enough task. He vigorously defended the Government policy, for the rights and wrongs of which he took his full share of responsibility; but the vote revealed a sensational fall in the Government majority.

There were loud cheers and counter-cheers. Chamberlain rose from his seat on the Front Bench and walked slowly out of the House. As he went his followers, including men who had given an adverse vote, rose and cheered him, waving their order papers in the air. It was an expression of respect and esteem such as the House has seldom seen. It was as though those who had voted against him wished him to know how much they regretted having to do so, and the conversation in a crowded and excited Lobby afterwards showed that the vote was against the Government and not the Leader.

It was Chamberlain's firm intention right from the early days of 1939 that, if war came, he would offer Winston Churchill a seat in the War Cabinet. Indeed, I can go farther, and say from personal knowledge that it was his original intention when he came into power to make the offer as soon as he had felt his feet as leader. He had always the greatest admiration for Churchill, but a fear of his restless genius in a peacetime Cabinet. When war came he acted on his preconceived plan. Winston was first of all to be a Minister without portfolio; but when it was decided that all the Service Ministers must be in the War Cabinet he became the First Lord instead.

* * *

Almost from the very first the two men achieved the kind of association that one would have thought impossible taking into account the relations between them for the last few years. They worked together in absolute accord; each seemed to find in the other the complement of himself. Chamberlain immediately saw in Winston the forceful, imaginative genius which no other member of his Government possessed, and which has become so manifest since he became First Minister of the Crown. On the other hand, Winston learned to respect the slower, more precise and steady qualities traditional in the Chamberlain family.

They worked together for eight months with a loyalty and understanding of the most perfect character and, after the first months, passed almost unconsciously to terms of intimacy and friendship. When the change came, and the chief became the assistant for the brief time fate permitted, the same loyalty and unity existed between them.

In the early days of the war Churchill quickly stood out as the leading figure in the Government. In the short space of time given to him after the advent to power of the man who had become a close and warm friend, Chamberlain was perhaps the most valuable member of Churchill's Government. He supplied ability of a kind that every Government needs, and the new Prime Minister recognized the fact in no uncertain manner.

The combination of the two men was a wonderful thing for the country, and the Prime Minister made no secret of the trust he reposed in his former chief's sagacity and sure-mindedness. The letters which passed between the two men when the state of Chamberlain's health compelled his resignation were not the ordinary letters that are usually penned on such occasions; they were sincere expressions of mutual esteem and loyalty, every word of which came from the hearts of the writers.

* * *

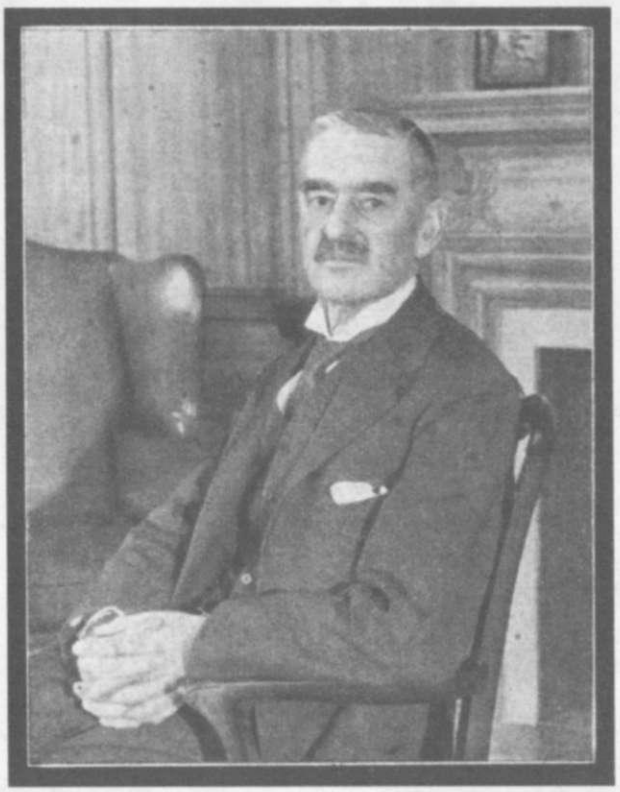
Of Neville Chamberlain it has been said that he was cold, harsh and pitiless. Nothing could have been more wrong. Naturally of a modest and diffident nature, he possessed none of that joy of the clash of private debate and discussion so beloved of the ordinary politician, and his powers of putting his real personality across to his followers and to the public were limited thereby. In him capacity for self-assertion did not exist. When he did enter the discussion, clearness of mind and powers of logical reasoning quickly made him recognized; but he had none of the exhilaration in convivial discussion which has been so marked a habit in English political life and in which so many of our statesmen have excelled.

He was fond of good music, and his knowledge of natural history was unusually great. But he was never, and never could have been what is called a good "mixer." Few of the Members of the House of Commons really knew what was behind the seemingly cold façade which he presented in his public life. Those who did never ceased to regret that it was not possible to exhibit the kind and tolerant nature which was really his.

* * *

Munich will be discussed and debated for many years to come. It is already one of the landmarks in our history, a cross-roads in the terrible sequence which has led to the gigantic struggle on which we are engaged today. Chamberlain may have done the only thing possible in the circumstances or he may have been totally mistaken in his whole policy; the argument on that will never cease. But nothing could be more true than the Prime Minister's statement: "Whatever else history may or may not say about these tremendous, terrible years, Neville Chamberlain acted in perfect sincerity according to his lights."

No statesman could earn a better epitaph than that.



MR. CHAMBERLAIN: THE LAST PORTRAIT

Photo, G.P.U.

All Aboard Were Proud of the 'Jervis Bay'

The "forlorn, heroic action of H.M.S. 'Jervis Bay,'" as Mr. Churchill described it, is the subject of a separate article (see page 567), but here several eye-witnesses of this heroic fight in mid-Atlantic tell their stories.

An officer of the "Jervis Bay" who was picked up by the Swedish freighter which Capt. Olander, with conspicuous bravery, took back to the scene of the action, said:

It was a sunny evening when we picked up the battleship on the port side at 4.50 on November 5. She opened fire first and closed to get into range.

We closed, too, leaving the convoy. I think everybody aboard was proud as our ship turned towards the enemy.

Our captain knew just what we were going to get, but it did not matter.

We got between the enemy ship and the convoy and dropped smoke floats to screen the merchant ships from the raider. The enemy was firing salvos.

Soon the "Jervis Bay" was hit. Her steering gear was put out of action, though her guns continued to fire, and she kept fighting it out.

Holed below the waterline and ablaze, the "Jervis Bay" began to list and sink. But all the time the gun crews continued to pour shells at the distant enemy.

The flag was shot away. A man ran up the rigging with a new ensign, which remained waving until the merchant cruiser took her last plunge.

Struck several times, and with the steering gear damaged, the "Jervis Bay" could steam only in a straight line.

She could not get her guns to bear on the German ship because she was heading for her and the forward guns were out of action.

As the ship went down by the stern she was abandoned. The Germans mercilessly fired at the seamen as they took to the boats.

The officer went on:

One man on the forecastle did not hear my order to leave. He stood there alone with earphones over his head calmly continuing his duties while shells fell all around. When someone brought the order to his attention he laid the earphones down carefully and made his way to the boats without a trace of haste.

All the lifeboats but one were burned when we abandoned ship, but we threw four rafts over. The raider ceased firing at the "Jervis Bay" five minutes after we left, concentrating on the convoy. She fired on the other ships until well into the night, throwing up star shells for illumination.

The officer said that the "Jervis Bay's" crew fought like veterans. He remarked:

It was astonishing. Two-thirds of them were formerly members of the Merchant Service who had never been in battle before.

Captain Fogarty Fegen died a hero's death and went down with his blazing ship. One of his arms was almost shot away, but he remained in command until the end.

The three survivors of the crew of the immortal fight of the "Jervis Bay," below, were wounded in the action and are here seen in a Canadian hospital. They are, left to right, J. Eggleston of Hull, Dan Bain of Wick, and Sam Patience of Inverness.

Sub-Lieutenant J. G. Sergeant, another survivor of the "Jervis Bay," summed up the action in the words:

It was the Navy's job, and it was done.

Sub-Lieutenant Sergeant, who went to the fire control station immediately "action stations" was sounded, said:

We challenged the ship with a Verey light signal, and she answered by firing. We fired simultaneously with the raider.

Captain Fegen gave "full steam ahead," turning to port to bring us between the enemy and the convoy. Then we laid a smoke screen.

The enemy opened fire at extreme range. Captain Fegen had previously promised that if he ever sighted the enemy he would get as close as possible. He headed for the enemy and tried to reduce the range.

The raider fired two salvos, missing us. A third salvo hit us forward and carried away one gun.

At the same time I went below, but I was told that the bridge was blown away. Then the ship was handled from the aft control.

Captain Olander, above left, of the Swedish freighter which rescued sixty-five members of the crew of the "Jervis Bay." Right is his chief officer. *Photos, Wide World*

When we first sighted the enemy it was about 5 p.m. I should say that within 15 minutes we were disabled, unable to bring our guns to bear. For the next half hour we were being hit. The engine-room was hit, then the enemy concentrated on the controls.

One of the skippers of the convoy on landing in Britain said:

The raider was first sighted on the port beam, and almost immediately began firing.

Her attention was evidently focused on the big liner "Rangitiki," the largest ship in the convoy. The German must have mistaken the "Rangitiki" for an escort vessel, and was obviously attempting to get rid of her first of all. The gunfire was accurate and very heavy.

I WAS THERE!

At times we got as many as five shells in one burst.

The raider was about seven or eight miles distant, and my impression is that some of the salvos were from 11-in. guns. That makes me think she was of the Deutschland or Admiral Scheer class.

Everything was in favour of the attacking warship. The sea was calm and there was a clear atmosphere. The only handicap that the warship suffered from was that dusk was gathering.

We made our escape as quickly as we could, but we owe that escape mainly to the gallantry of our escort ship, the "Jervis Bay."

She went right out to meet the German challenge, although everyone knew what her fate would be. Her crew were facing almost certain death, but despite that they maintained the highest tradition of British seamen.

The "Jervis Bay," offering a perfect target, immediately came under fire of the German raider. The encounter was of short duration. A few sharp salvos caught the "Jervis Bay" and she went on fire. All the time she kept replying with her guns, but these were no match for the powerfully armed battleship.

Soon all was over. The "Jervis Bay" was ablaze and her guns ceased firing.

We do not know what happened to her crew or what the ultimate fate of the vessel was, but when we last saw her blazing we could only form one opinion.

Here are some of the R.A.F. men seen at their base on their return from Munich, listening to a fellow pilot relating some of his experiences. They have all taken part in the memorable raid on the German city, of which an account is given in this page. *Photo, Associated Press*

The "Jervis Bay's" action, however, gave us a chance to scurry to safety, and we did not need a second telling. As we steamed away in the gathering darkness we could still see the flash of guns on the far horizon.

Obviously after disposing of the "Jervis Bay" the raider turned her attention to the convoy. It was not until we were near port that we sighted other ships of the convoy like us, lucky to have escaped."—*Associated Press, British United Press, the "Daily Telegraph."*

We Flew Low Over Munich's Streets

"The bomb-aimer's dream of the perfect night" was how R.A.F. men regarded their surprise visit to Munich on November 8, when they bombed the hall where Hitler had been celebrating the anniversary of his 1923 Putsch. A Flight Lieutenant from New Zealand gave the following broadcast account of his part in the raid.

DESCRIBING the raid on the Munich railway yards, the Flight Lieutenant said:

This was our first trip to Munich. Our target was the railway locomotive and marshalling yards, almost in the centre of the city and only a short distance away from the famous Brown House of the Nazi Party.

Just before we took off the Senior Intelligence Officer came rushing over and said he thought that we might be interested to know that Hitler and some of the Nazi "Old Guard" were to be in Munich that night to celebrate the anniversary of the Beer Hall Putsch of 1923.

Everybody was flat out to get there. They had included in my bomb load one of the heaviest calibre bombs that we have so far carried. I talked things over with the observer, and we decided before we left that, as the Station Commander had been kind enough to entrust us with the delivery of this heavy-calibre bomb, we should go in as low as possible to make sure of getting the target.

It was a beautiful starlight night and there was almost a half-moon. We were checking up our course by the stars as we went out. Round Munich itself there was not a cloud in the sky.

We passed an enemy aerodrome—all lit up for night flying—but on the way out we weren't wasting any bombs on that. We saw one of our fellows flying about five miles in front of us, getting a packet of stuff thrown up at him over Mannheim. He flew straight through it, but we turned away to the left and avoided the town.

These R.A.F. pilots were determined to disturb Hitler's celebrations in the Munich Beer House, which marked the anniversary of the Nazi Putsch of 1923. Railway stations, electric installations, and goods yards were bombed throughout the favourite city of Hitler's "Old Guard." The Nazis will long remember this surprise British raid on November 8, for the broadcast of the Fuehrer's speech was postponed, and Marshal Goering, no doubt, had to seek fresh excuses for the presence of the R.A.F. bombers in order to reassure the German people. *Photo, Keystone*

I WAS THERE!

After Mannheim, Munich wasn't very far away and everybody was sitting up and taking notice. We were about twenty minutes flying time away when we first saw the Flak and the searchlights coming up around the city. The navigator got a bit worried because we were ten minutes in front of our estimated time of arrival, and he thought for a minute that we might have got off our course. Then we picked up a landmark—a goodish-sized lake—to the south of Munich and set course from there. Some of the other fellows had gone on ahead to light up the target and we could see their incendiaries bursting.

Flares were dropping all round as we went in. The guns on the ground were shooting quite well. I saw three flares shot down almost as soon as they had been dropped. We flew over to have a preliminary look at things and found we were about a mile south of the marshalling yards.

We were low enough, and it was so light that we could see houses and streets quite clearly. It was the bomb-aimer's dream of the perfect night. Altogether we stooged round for about twenty minutes, checking up on our target.

We saw somebody else drop his stick of bombs slap on the target. The explosions lit up the locomotive sheds. We came down lower and they were shooting at us hard.

In the light of one of our own flares I saw a stationary engine in the yard. I could make out the glow from its fires and I noticed, incidentally, that it had steam up. We had to turn round and come back over the yards, making our run from south-east to north-west. Then we went whistling down.

Tracer seemed to be coming up right under the wings, and the bomb-aimer said that he could see it coming up towards him as he lay in the nose of the aircraft looking down through his tunnel. All the way down in the dive I could see the big black locomotive sheds in front of me.

The front gunner was shooting out searchlights, which I thought was a pretty good effort, and the rear gunner was having a try at the same game, but it was more difficult for him. I'd told them they could let loose with their guns and they didn't want telling twice. The bomb-aimer got the target right in his sight. He said, "I can see it; I can see it absolutely perfectly." Then he called out, "Bombs gone—I've got it." As a matter of fact I don't see how he could have missed at that height.

Both he and the rear gunner saw the bombs burst. The rear gunner said that the heavy one made a dickens of an explosion. In the excitement I'd more or less forgotten that we had got this big bomb on board, and the force of the explosion gave the aircraft a tremendous wallop. If we'd come down any lower we should have been blown up. As it was, we all thought we'd been hit. The effect was just as if a heavy shell had burst right under the rear turret.

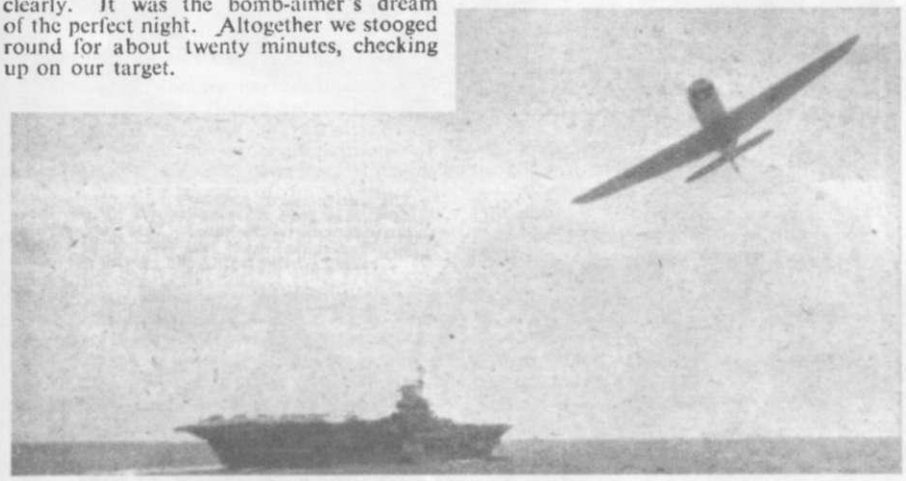
There was a stunned silence for a few seconds; then another babble of conversation as everybody decided we were all right. We were still low down. Searchlights kept popping up. The front gunner put out two and the rear gunner put out four. It was a remarkable sight to see the coloured tracer going down the beams of the light.

After that it was a race back, because we'd been told that the weather would close down over our base and that after two o'clock we'd be very lucky if we got in there, so we beetled back pretty rapidly. Altogether it was a perfect trip.

I Saw Them Swoop On Taranto

For more than 24 hours before the Fleet Air Arm attacked Taranto on November 11, Admiral Cunningham's fleet steamed between the Greek islands and the heel of Italy in an attempt to draw the Italian ships out to give battle. The following story is by a Press correspondent on board a British cruiser.

I WAS on board a heavy cruiser which, with a great array of other vessels ranging from heavy battleships to heavy and light cruisers and destroyers, steamed into Italian waters, challenging the Italians to come out and fight.



A 'plane of the Fleet Air Arm is seen taking off from one of our aircraft carriers in the Mediterranean. Bombers and torpedo-carriers of the Fleet Air Arm carried out the victorious attack on the Italian battleships at Taranto, a vivid account of which is given in page 563. *Photo, Central Press*

The warships afforded a screen while the Fleet Air Arm aircraft, in relays of bombers and torpedo-carriers, won their brilliant victory at Taranto.

I saw our 'planes disappear over the Italian coastline. They dropped about eleven torpedoes among the Italian battleships.

The role of our raiders was not only to attack the ships in Taranto, but to seek to drive some of them out to sea, where they would have to give battle to our warships.

We steamed as part of Admiral Cunningham's great fleet between the Greek islands and the heel of Italy for more than 24 hours, until it became evident that the Italians did not dare risk fighting.

When there was no sign of the Italians, it was decided that the only chance to come to grips with them would be to strike hard at Taranto, where it was known that the main body of the Italian fleet was resting.

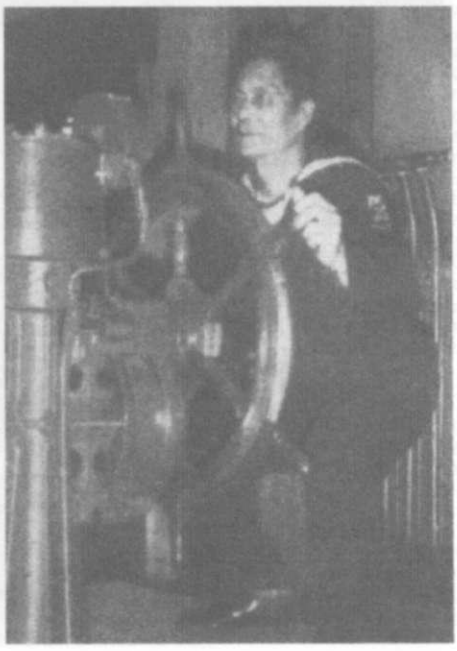
All the ships were at action stations. Standing silently at their posts were gunners wearing duffel lamb's-wool coats.

In the distance the thunder of heavy guns could be heard as the force which had gone ahead into the Taranto Straits got down to the work of destroying a convoy to Albania. At the same time the air was full of radio S O S messages from sinking Italian ships.

Towards dawn the fleet began another sweep which lasted well into the afternoon, but not even an enemy 'plane was sighted, although there were more than two score ships in these hostile seas offering possible targets for skilful and courageous pilots.

Air spotters from the "Illustrious" went to Taranto in daylight and saw the smashed and derelict warships resting on the sea bottom, with waves lapping at the decks and funnels.—"*British United Press.*"

Despite Nazi boasts that the Canadian Pacific liner "Empress of Japan" was left in a sinking condition when she was attacked by enemy aircraft in the Atlantic, the famous ship was safely docked at a British port on November 11. Her decks were raked by machine-gun fire, and one bomb caused slight damage. Capt. John Thomas, above, of Vancouver, handled the vessel so skilfully that he avoided a direct hit and zigzagged his ship out of danger. The greatest praise has been given to the Chinese quartermaster, Hoakin (right), for his endurance. He was on the bridge with Capt. Thomas, and each time the Nazi pilot tried to bomb the ship the quartermaster crouched at the wheel and steered the "Empress of Japan" out of reach. *Photos, Associated Press*



Raids or No Raids Britain's Girls Carry On

The smooth running and easy stopping and starting of trolley-buses are a great improvement over the old-pattern trams, but swinging over the arm is no easy job for the new girl conductors.

The petrol-pump girls will be harder worked now that free rides and extra petrol bring more cars on to the roads. Left: this woman police sergeant does not feel at all embarrassed when playing the part of nurse.

The milk girls soon become familiar with their rounds, and, as seen above, quickly made friends with the ponies who draw their carts, but they cannot in these times reward them with a piece of sugar. The two girls, left, are engaged upon some of the most valuable work done by the A.T.S.; close up to the big anti-aircraft guns, they manipulate delicate instruments to make shell-burst recordings which provide much valuable data for aerial defence.

Photos, Fox, Keystone, and Planet News

OUR SEARCHLIGHT ON THE WAR

U.S.A. Cheers Taranto

ON the day following the great achievement of the Fleet Air Arm at Taranto, American newspapers were loud in their admiration of Britain's victory in the Mediterranean. Here is what the "New York Times" said about it: "The crippling of Italy's battle fleet at Taranto is a blow that will be heard round the world. The spirit of Nelson and Drake has taken wings. It must be galling for Mussolini to see his proudest battleships disabled, his crack regiments in Greece decimated, his troops in Egypt and Sudan checked, and his supply ships and transports sunk on his very doorstep. As he looks back on his miscalculation of last June, he may already see the folly of plunging his long-suffering people into war." The "Herald-Tribune" also paid an emphatic tribute: "The effects of Taranto may well be tremendous. This smashing demonstration of British energy, resource and hitting power will immensely raise British prestige in Turkey and the Balkans."

Death Penalty For Aiding British

ANYONE in Norway harbouring or otherwise assisting British subjects is liable to be shot. Terboven, the German Commissioner, issued this order after discovering that some fishermen had connived, by keeping silence, at the escape from Leka, near Mamsos, of two British airmen. The latter, after baling out, persuaded the men to keep silent about their landing, and, having obtained a boat, put out to sea. The secret leaked out, however, the Germans gave chase and claimed to have caught them. Although it is now incumbent upon our former Allies to apprise the German authorities of the presence of an Englishman, it is doubtful, knowing the spirit of the Norwegians, whether they will do so.

German People Tired of 'Victories'

SIXTEEN Swedish journalists recently returned from a conducted tour of Germany and parts of France and Belgium, and their impressions have been recorded in various organs of the Swedish press. The Stockholm correspondent of "The Times" quotes from one of the best accounts, that of H. Nils Horney in the "Social Demokraten." He did not see very much bomb damage, but as he was taken by road and not by train, and as none of the party were allowed to visit Hamburg, Bremen, or any other bombed coastal area, this is not surprising. But people in Berlin showed strong irritation at the bombing and quite openly criticized the A.A. defences, also daring to wonder how it was that the mighty Luftwaffe permitted the R.A.F. to cross the North Sea and half Germany without effective interference. The man in the street was apathetic about the possibility of an early end to the war, and nervy at the prospect of facing another winter of darkness and comparative privation. But H. Horney saw no signs of any revolutionary movement. As one German told him: "We will fight on in the German cause, but we are tired of victories."

American Arms for Home Guard

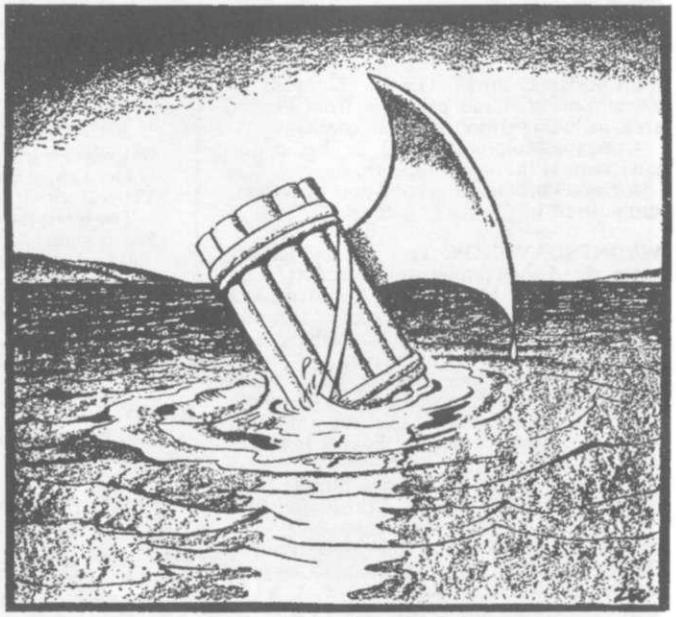
THE first shipment of rifles, revolvers and ammunition collected from homes in U.S.A. has arrived in this country and been distributed among members of the Home Guard who are on duty at a certain aircraft factory.

Hundreds of thousands more are on the way, dispatched by "The American Committee for the Defence of British Homes." These arms are the personal and spontaneous gift of game hunters and others, and constitute a unique and sympathetic tribute from private citizens of one country to those of another. Some are old frontier buffalo guns; others were made in 1873 and were used in the civil war in Louisiana; still others are the most modern type of revolver. But all are in perfect working order, and each weapon is accompanied by twenty rounds of ammunition, this being one of the conditions of collection in America. Many had little messages attached to them, of which the following rhyme is typical:

"Good friend, for Heaven's sake forbear
To let a German come too near;
Blest be the man whose aim is straight,
But woe to him who draws too late."

Creation of Far East C.-in-C.

FOR the first time Great Britain is to have a Commander-in-Chief, Far East, and the choice has fallen upon Air Chief Marshal Sir Robert Brooke-Popham. He is the sole survivor of the 1912 air battalion of the Royal Engineers, from which was evolved the Royal Flying Corps, and later the Royal Air Force. In announcing the new appointment the Downing Street communiqué stated that the holder will have under his command the General Officers Commanding Malaya, Burma, Hong-kong and the Air Officer Commanding, Far East. "The new Commander-in-Chief will consult and co-operate with the Naval Commanders-in-Chief, China and East Indies, and with the Commander-in-Chief, India, and it will also be his duty to maintain close touch with the Governors of Burma and the Colonies concerned and communicate with his Majesty's Governments in the Commonwealth of Australia and in New Zealand on all matters of interest to them." Sir Robert's headquarters will be Singapore, and since this great naval base is of supreme importance it will be one of his duties to coordinate the operations of all the British and Dominions land, sea, and air forces available.



Taking the Axe from the Axis

Drawn by Zec, reproduced by permission of the "Daily Mirror"

'Biggest Swindle of All Time'

THESE words have been used, by one of the instigators, to describe the arrangement by which German workers were induced to pay in instalments for the "people's car," to be delivered at some unspecified date. The scheme was started in 1938, to meet the demand by Brinkmann, under-secretary to Dr. Funk at the Ministry of Economics, for 30,000,000 marks a week from the working people. Dr. Ley, the Labour leader, brought into conference, suggested selling them motor-cars, and in May of that year an enormous factory for cheap cars was started at Fallersleben. On August 1 German workers were informed that the "volkswegen" would cost 990 marks, plus 200 marks for two years' insurance after leaving the factory, that the Fuehrer desired that every workman should possess his own car, and that everyone earning more than 200 marks a week would be expected to take part. This immediately furnished 6,000,000 subscribers who started paying 5 marks a week. They have been doing this ever since, although the manufacture of the car has been postponed until after the war, and the factory has switched over to munitions. This means that the Nazi war chest benefits to the tune of 1,500 million marks a year for 4½ years.

The Rape of Tangier

COLONEL YUSTE, officer commanding the Spanish troops in Tangier, proclaimed himself Governor of the port on November 4, having apparently deposed the French administrator, and dissolved the Committee of Control, the Assembly, and the Mixed Bureau of Information, international institutions by which this neutral zone had been administered since 1928. Great Britain, like the majority of the Governments concerned, protested against this high-handed unilateral act, but was merely met by the assurance that absolute neutrality in the zone would be maintained. France is the principal loser by the Spanish coup, for not only did she control the harbour and railways, but a good deal of French money had been invested in the international zone during the last ten years. Washington also is concerned about the Spanish assumption of control, and on November 15 it was announced that representations had been made to the Spanish Government on the ground that "certain treaty rights" were involved. As it is said that America has been approached for a loan of 100 million dollars to buy food and to help in the revival of Spanish trade, it will be interesting to see what sort of a case will be made for the virtual annexation of international territory.

Foxes and Dogs as Food

FROM November 8 a new regulation, issued by the German Reich Minister of the Interior, requires that bodies of dogs, foxes and badgers should be subjected to official inspection, and certified as free from trichina, before delivery for human consumption. It is pointed out in Berlin that these animals are eaten not because there is any scarcity of meat, but because Germans formerly liked dog very much, and that even in 1912 they ate 10 tons of it.

OUR DIARY OF THE WAR

TUESDAY, NOV. 12, 1940 *437th day*

On the Sea—Admiralty announced that 24 ships of convoy of 38 attacked by Nazi raider on Nov. 5 in mid-Atlantic had reached port. Although hit and burning, H.M.S. "Jervis Bay," escort vessel, continued fighting, until final explosion sank her.

British freighter "Balmore" reported sinking after enemy air attack.

In the Air—R.A.F. bombers attacked oil plants at Gelsenkirchen and Cologne, inland port of Duisburg-Ruhrort, and railway centres and factories in Ruhr and near Cologne. Submarine base at Lorient heavily bombed, as well as docks at Flushing and Dunkirk and many aerodromes.

War against Italy—R.A.F. again bombed Durazzo, destroying power house. Bahardar, Italian East Africa, raided by our bombers.

Home Front—Small number of single aircraft made daylight raids on Britain. Fairly strong night attack on London. Cinema hit; working-class district bombed; two American Ambulance stations struck. Raids also took place on Merseyside and Midlands.

One enemy aircraft shot down.

Greek War—Local skirmishing reported from Kalamas area. Greeks continued to bring in material and prisoners from Pindus area, including entire Albanian company.

General—Molotov arrived in Berlin for talks with Hitler and Ribbentrop.

Africa—Port Gentil, second port of Gabon, surrendered to Gen. de Gaulle.

WEDNESDAY, NOV. 13 *438th day*

On the Sea—Premier announced that on night of Nov. 12-13 Fleet Air Arm had attacked main Italian naval forces at Taranto, by which enemy lost three battleships, two cruisers and two Fleet auxiliaries.

During same night British light naval squadron heavily damaged convoy of supply ships bound for Albania; one was sunk, two set on fire, fourth damaged. Enemy destroyer also damaged.

Six more ships of convoy attacked on Nov. 5 reached port. British freighter "Empire Wind" reported sunk.

In the Air—British bombers attacked Berlin, damaging railway station, goods yard and other objectives. Other places bombed were power station at Cologne, docks at Duisburg-Ruhrort, industrial targets at Dortmund and Düsseldorf, battery of coke ovens at Lintfort, oil plants at Gelsenkirchen, Hanover and Leuna, aerodromes at Haamstede, Kreuzbruck and Lübeck, seaplane base at Norderney, docks at Wilhelmshaven.

War against Italy—R.A.F. bombed docks and harbour at Taranto.

Home Front—Scattered daylight raids attempted, most in S.E. England. Damage and casualties in two Kent coast towns and one Midland. During night bombs fell in London area and in E. and S.E. England, but little damage and few casualties occurred.

Six enemy aircraft shot down.

British long-range guns fired salvos across Straits of Dover.

Greek War—Greek aircraft bombed Koritza aerodrome. After successful attack in Pindus region Greek troops captured new line of heights in Albanian territory. Enemy reported to have retreated on Epirus front.

General—Sir R. Brooke-Popham appointed to newly-created post of Commander-in-Chief Far East.

THURSDAY, NOV. 14 *439th day*

In the Air—Heavy R.A.F. attack on Berlin; bombed targets included railway stations, goods yards and two power stations. Hamburg and Bremen also raided. Attacks made on 26 aerodromes and on ports from Stavanger to Lorient.

Home Front—Strong formations of enemy aircraft approached S.E. coast, but were intercepted, 15 dive-bombers and 2 fighters being destroyed. Few bombs fell in Kent and in one South-coast town.

During night raids on London a hospital, nursing home and ambulance station were hit.

Coventry suffered heavy night attack. Cathedral wrecked; library, baths, four churches, five cinemas, two hotels, two clubs, seven stores and twelve public houses were among other buildings demolished.

Bombs also fell in other Midland towns and in widespread districts of England and North Wales.

Enemy lost 19 aircraft; Britain two, but both pilots safe.

British long-range guns shelled French coast.

Greek War—Series of Greek counter-attacks, resulting in a general advance, reported from all three sectors.

General—Molotov left Berlin for Moscow.

THE POETS & THE WAR

XXXVIII

IN TEMPLE GARDENS

By Christmas Humphrys

One window left, for shuttered gloom
Lies fast on many a folded eye.
Yet still within my shadowed room
The trees, the flowers, the open sky
Lay healing hands upon a mind
Of quietude by war bereft,
Wherefore I toil content who find
One window left.

—*The Times*

FRIDAY, NOV. 15 *440th day*

On the Sea—Thirty-two out of 38 convoy ships attacked on Nov. 5 now stated to have reached port.

Admiralty announced loss of H.M. minesweepers "Rinovia," "Sevra," "William Wesney," "Girl Helen," and "Stella Orion."

Free French patrol boat "Le Poulmic" reported sunk by enemy action.

In the Air—R.A.F. carried out large-scale operations against railway communications, shipyards, docks and public utility services in Hamburg. Other aircraft raided Kiel dockyard and ports of Ostend and Calais. Coastal Command aircraft bombed targets ranging from Norway to France. Military stores at Rennes successfully attacked, also several aerodromes.

War against Italy—R.A.F. again bombed Valona, destroying landing jetty.

Home Front—Enemy made daylight raids over Kent, Thames Estuary and outskirts of London, but were routed by our fighters.

London subjected to heaviest night attack of the war. Buildings damaged included three hotels, two clubs, several hospitals, churches and chapels, a rest centre for the homeless, shops, houses and flats.

Twenty Nazi aircraft shot down. Britain lost two fighters, but one pilot safe.

Artillery duel fought across Straits of Dover.

Greek War—Major battle developing along entire length of front. Greek air force and R.A.F. bombed aerodromes at Koritza and Argyrokastro.

SATURDAY, NOV. 16 *441st day*

In the Air—Another heavy and successful attack by R.A.F. on Hamburg. Antwerp docks bombed. Daylight raids carried out on Cologne and Bremen, and on Dortmund-Ems Canal.

Coastal Command aircraft attacked Dunkirk and many aerodromes in N. France.

War against Italy—Cairo reported that Metemma had been pounded by British artillery.

Home Front—Daylight raids on London negligible. Hebrides attacked for first time when bomber machine-gunned a lighthouse. During night heavy attack made on South Coast town; five streets seriously damaged and many houses in a wider area. Casualties were heavy. Two S.E. towns also attacked, and one in East Anglia. London hospital damaged.

Five enemy aircraft shot down.

Greek War—Italians reported to be evacuating Koritza after setting fire to the town. Greek cavalry pursuing retreating Italian forces in Pindus sector. On Epirus front enemy continued withdrawal from banks of R. Kalamas.

General—V.C. awarded posthumously to Captain Fegen of H.M.S. "Jervis Bay."

New R.A.F. Army Cooperation Command created, first holder being Air Marshal Sir A. S. Barratt. Other new appointments made.

SUNDAY, NOV. 17 *442nd day*

On the Sea—Admiralty announced that British light forces had carried out naval bombardment of Mogadishu, main port of Italian Somaliland.

In the Air—R.A.F. made large-scale attack on German invasion ports.

Night attacks concentrated on oil refineries at Gelsenkirchen. Other aircraft bombed industrial targets in the Ruhr, rail and river communications, naval base at Lorient, and many aerodromes.

War against Italy—Cairo announced another raid by R.A.F. on Brindisi. In Albania military supplies at Elbasan were attacked. In Libya Benghazi and Tobruk were bombed, and farther east Gura, Zula, Adagalla and Massawa were raided.

Home Front—Formation of enemy aircraft crossed Kent coast making for London, and another flew into Thames Estuary. Both were intercepted and scattered. Bombs fell during day at three places on Sussex coast, and in East Anglia. During night raids bombs damaged houses near South coast. In London a hospital, child welfare clinic and many houses were hit.

Enemy lost 14 aircraft. Five British fighters lost, but pilots of four safe.

Violent long-range gun duel across Straits of Dover.

Greek War—Greek forces thrusting forward into Albania and now said to be dominating Koritza.

General—King Boris of Bulgaria visited Hitler, who also received Suñer, Spanish Foreign Minister.

MONDAY, NOV. 18 *443rd day*

On the Sea—Admiralty announced that British light forces bombarded Dante, Italian Somaliland.

H.M.S. "Lowestoft," escorting convoy in North Sea, shot down Heinkel seaplane which attacked it.

In the Air—R.A.F. bombers attacked synthetic oil works at Leuna. Coastal Command aircraft shot down Dornier flying-boat and Heinkel seaplane.

War against Italy—Nairobi reported that S. African armoured cars inflicted heavy casualties on Italian forces near Somaliland frontier.

Home Front—During minor day attacks bombs fell on East coast and coasts of Sussex and Kent, and at few points in London area. West Country town subjected to series of raids. Night raiders reported near a Welsh town; in Liverpool region; over N.E. town; and in Midlands.

Greek War—Fresh Italian troops still holding Koritza, and strong air reinforcements machine-gunned Greek troops. Violent fighting around the town. Italians driven back across River Kalamas.